

THE HONGKONG
PENINSULA HOTEL:
HONGKONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
and
SHANGHAI
ASTOR HOUSE: PALACE HOTEL:
HOTELS
LIMITED.
In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL
KOW LOON.

UNDER THE PERSONAL SUPERVISION
AND ATTENTION OF—

W. J. WHITE.

Phone No. 55008.

Cable "KOWLOTEL"
Hongkong.

PALACE HOTEL

Tel. Kowloon No. 3.

Tel. Address "Palace."

A First Class Residential, and Tourist Hotel with all the conveniences of a Home. Under Entirely European Management. Cozy Lounge and Billiard Saloon. Three minutes from Ferry. Families specially catered for. Moderate terms.

MRS. J. M. OXBERRY,
Proprietress.

PENANG

Music
Daily.



Dinner
Dance
Twice weekly

RUNNYMEDE HOTEL.

The Premier Hotel in Penang.

With beautiful private lawns to the Sea.

TWENTY ADDITIONAL ROOMS—COMPLETELY MODERNISED
AND RE-FURNISHED ARE NOW READY.

CABLE—"RUNNYMEDE."

RUNNYMEDE HOTEL, LTD.
George Goldsack,
Manager.

EUROPE HOTEL

SINGAPORE.

"RENOWNED BY RECOMMENDATION"

DANCING: After Dinner every Tuesday,
Thursday and Saturday.

MUSIC: On the VERANDAH every
Saturday from 12 noon to 1.30
p.m. and every Tuesday, Thurs-
day and Saturday from 7.30 to
8.30 p.m.

GRILL:

THE EUROPE HOTEL, Ltd.
Telephone, 5341 (8 lines) Arthur E. Odell
Cables "EUROPE" Singapore. Managing Director.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.
25, Wing Woo Street.

**BRITISH MISSION
FAREWELL.**

**OPTIMISM AS TO FUTURE OF
TRADE.**

LAST NIGHT'S DINNER.

"I refuse to believe that Great Britain belongs to the past," said Sir Thomas Allen at the roof garden of the Peninsula Hotel last night, on the occasion of the farewell dinner given to Hongkong business men by members of the Economic Mission.

There was a very large gathering of leading business men of Hongkong who enjoyed an excellent menu in the charming surroundings of the Rose Room, while selections were rendered by the hotel orchestra.

After the Loyal Toast had been honoured, the Chairman said:

My first pleasant duty to-night on behalf of our Mission is to extend our hearty thanks to all of you in Hongkong for the kindness and courtesy which you have shown to us during our visit. Also, I wish to thank very specially the Hongkong General Chamber of Commerce for all the preparatory work that they did on behalf of the Mission and all the invaluable assistance they have given to us. I greatly regret that the Secretary, Mr. Key, is not here to-night, and I hope that he will soon recover from his illness.

I also wish to thank all the merchants and others in Hongkong, especially the Chinese Chamber of Commerce, and the dealers, for the assistance they have been to us.

Hongkong is the most important outpost of Great Britain in China, and it has been a great experience for us all to be here as visitors and to get to know as thoroughly as we do the people and the place. We shall leave with the most delightful memories of friendships made and of generous hospitality.

Fine Work Done Here.

We are proud of the work which has been done here by our countrymen in building up so great a seaport, so beautiful a city from what is described in the guide-book as having once been a "stronghold for hold bad pirates." We shall go back to spread the story of our reception here amongst our friends at home.

If we are to judge from the weather of the last month those of us who come from Manchester will be able to say that Hongkong felt almost like home to them.

We have been three months in China studying the problem set us in our terms of reference—investigating into the position here of British trade and reporting how our trade with China can be increased.

After my first speech on arrival in Shanghai, one of the local papers said that if I had a little more knowledge of things Chinese, I might say with Moses, "O, Lord, I am a man of slow speech, let my brother Aaron speak." I feel to-night when I ought to have more knowledge of things Chinese that I should be very glad to give place to my brother Aaron.

During our three months here, we have received much evidence and advice, which we have most carefully examined. We will faithfully put our conclusions before the Home Government and also our manufacturers and merchants, and we shall make some recommendations.

I said the other evening at the dinner of the British Chamber of Commerce that one question before us is, "shall we do any good?" Well, that rests more with others than with us, but my hope and belief is that our people at Home will, if they find our recommendations sound, make great efforts and sacrifices to carry them out.

Decline of Local Trade.

We are stirred by the figures published two days ago regarding the decline of British trade in piece goods to Hongkong. But we are not dismayed. The British people will rise to the country's

need—of that there is no doubt whatever.

The skill of the British worker, the enterprise of British manufacturers, and the creative use of British finance may—and probably does require—re-organising more fully to suit the needs of a world very different from the world of thirty years ago. But the skill and the enterprise are still there, and we believe that this Mission will play its part in reawakening them to a realisation of the needs of the world of to-day.

British ships are still the admiration of the world—an admiration fully merited. To keep them used and moving on the face of the waters, they must be filled with goods and produce of British effort at home and overseas.

In this you here in this out-post of Great Britain can play your part. Let us therefore, put forth every effort to increase and strengthen her international trade.

As regards the great country of China, whose guests we have been, and whose hospitality we gratefully acknowledge, I hope that the present signs of returning stability and peace will prove to be the heralds of an era of great prosperity for China.

Friendship With China.

The friendship of Great Britain and China, of which we have had happy experiences during our visit, is a foundation for the closest co-operation between both countries in the future.

There are many world circumstances which might be said to point to a return to an improved commercial position, but one of the causes checking this is no doubt the monetary position about which there are so many views that I do not dare to express one. The position is so serious that it must receive at once careful attention so that a proper solution can be found.

This is the last opportunity I shall have to speak as Chairman of this Mission, and so I should like to state my appreciation of the untiring services of my fellow members of the Mission.

I thank them for their assistance in a common task, and for their goodwill and friendship throughout these past six months. The way in which they have combined to solve the problems before the Mission has filled me with admiration. I am glad to have this opportunity of making public expression of my feelings.

In conclusion, I wish to say that although we realize that our difficulties at home are great, and that we have much to do there, we are going to succeed. We have every reason to believe that improvement in our trade will take place, and we are definitely looking forward to a return of better times at home and here in China. We are still one of the world's greatest manufacturing nations, and the goods of Great Britain are still amongst the things of this world which are well worth having.

We are going to show that the historic courage and energy of Great Britain are still forces to be reckoned with.

Gentlemen, the health of our guests.

Hon. Mr. Hallifax Replies.

The Hon. Mr. E. R. Hallifax, in reply, said:

Sir Ernest Thompson and our hosts of the British Economic Mission, before I reply to the Toast of the guests, I have been asked by His Excellency the Governor to convey the following message:

"I regret my inability to attend the dinner kindly given by the Economic Mission but I wish on behalf of the Government of Hongkong to say that it welcomes most sincerely the Members on the occasion of their visit to the Colony and I earnestly hope that success will crown their efforts. The world-wide trade depression has naturally had its repercussions on the Far East, and doubtless the Mission has had moments of pessimism, but I am convinced that the personal contact which has been made by the Mission with the British and Chinese merchants and officials in Hongkong and China cannot but be

(Continued on Page 10.)

**DUBARRY
DAY CREAMS.**

**THE PERFECT PROTECTION
FOR YOUR COMPLEXION.**

This delightfully fragrant Cream will preserve your skin from wind and dust, giving it the natural loveliness and softness which is so desired.

In four exquisite perfumes.

"Heart of a Rose"

"Bunch of Violets"

"Blue Lagoon"

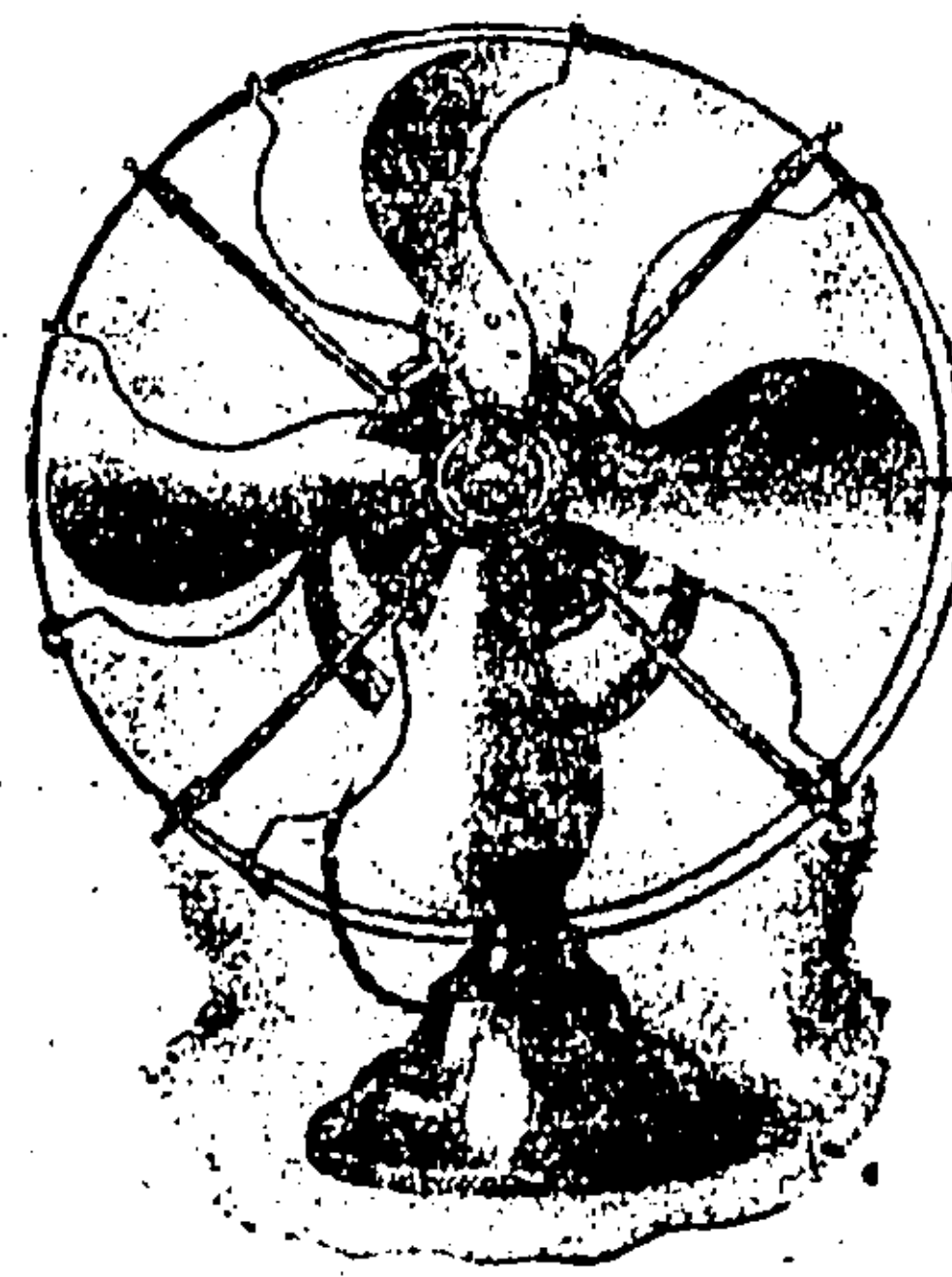
"Golden Morn"



A.P.B. 6

VERITYS' FANS

**PREPARE
FOR
SUMMER
NOW**



Pleasing and distinctive in appearance, incorporating the best features in design and manufacture.

THE "ALL BRITISH" VERITYS' FANS

are

the best value obtainable in high class fans.

Stocks carried by Electrical Dealers,
the Power Companies and the sole Agents.

SHEWAN, TOMES & CO.



**Heat or
cold**

they need
"SCOTT'S"

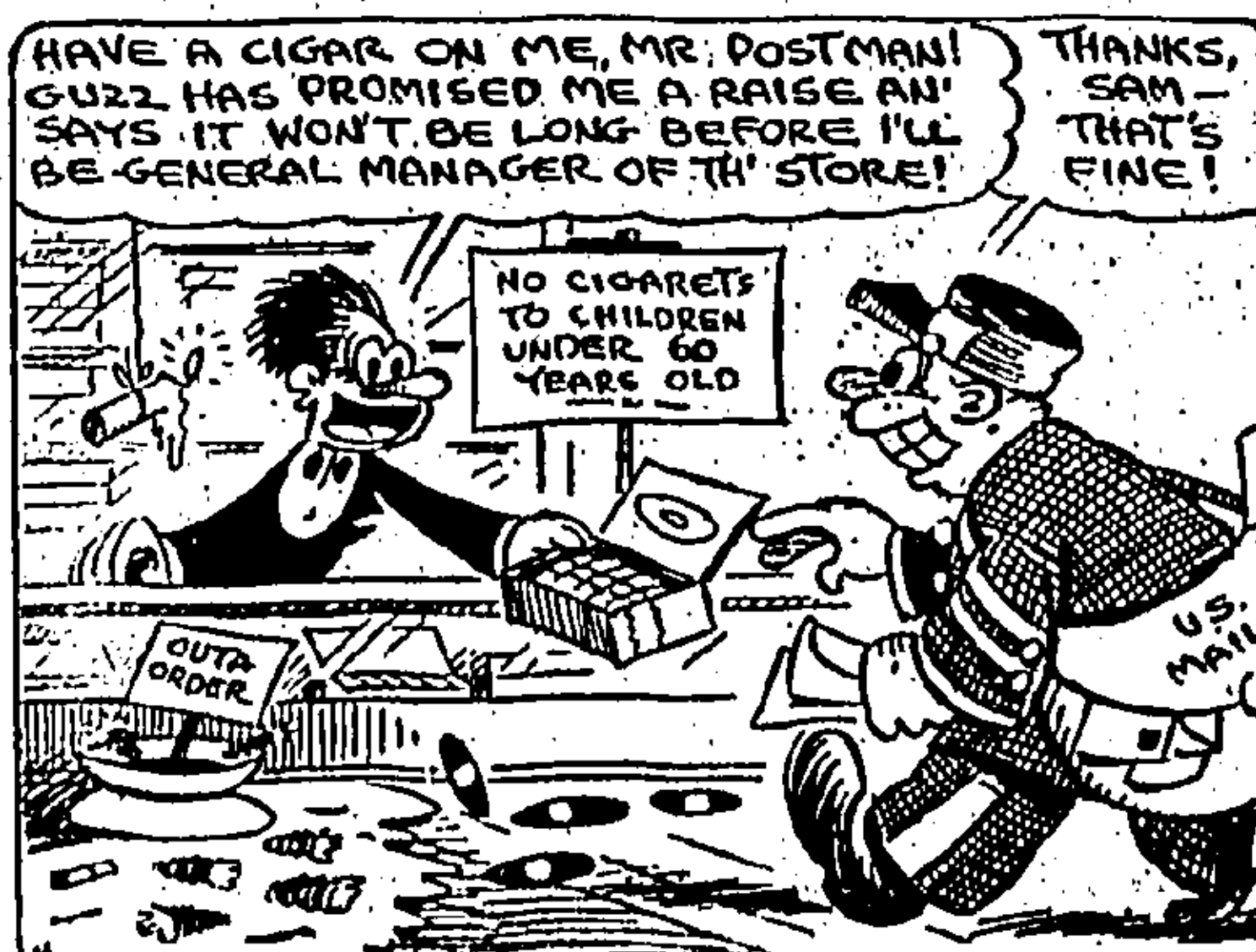
SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



SALESMAN SAM

We Do, Tco, Sam

By Small



TO-DAY'S BANK MEETING.

CHAIRMAN STATES IT IS IMPOSSIBLE TO SAY HOW LOW DOLLAR WILL FALL.

COLONY'S CURRENCY QUESTION.

A COMPREHENSIVE REVIEW OF CHINA'S POLITICAL & TRADE SITUATION.

In his references to the calamitous fall in the price of silver, Mr. J. A. Plummer, who presided at to-day's annual meeting of the Hongkong and Shanghai Banking Corporation, stated that it was impossible to state how low the dollar would go. Dealing fully with the silver situation, he pointed out how an excess of production had led to the collapse and, in speaking of remedies, stressed the need for all interests to bear their share of the cost of rehabilitation.

The bulk of the speech was devoted to a review of the political and trade situation in China—the hopes of permanent peace and of the serious "Red" activities which were the natural outcome of misery wrought to the people by militarism and war.

A tribute was paid to the efforts of China's Finance Minister to put the finances of the country on a sound basis—but, in the matter of extraterritoriality a warning was sounded that it would be against the interests of China and the Powers to proceed too quickly.

BRITISH BUSINESS METHODS.

The Chairman, Mr. J. A. Plummer, said:—Ladies and Gentlemen, The Report and Statement of Accounts having been in your hands for some time I will, with your permission, take them up now.

After making full provision for losses and contingencies the net profit for the year amounts to \$20,729,750, or some six and a half million dollars more than in 1929, while expressed in gold they show only a decrease of about \$16,000 in spite of the fact that the conversion rate of exchange has dropped by 32.69 per cent. The substantial increase in the silver revenue is, of course, largely due to the conversion of our gold earnings at the low rate of 1/1.1/8; it would have been even greater but for the fact that owing to adverse circumstances we have not had the assistance from some of our gold-earning branches which we might reasonably have expected.

I say with little fear of contradiction that the past year proved itself to be one of the most difficult in the annals of banking not only in the Far East but throughout the world. In Hongkong and China not only were we faced with the catastrophic collapse of silver but also with difficulties of very great moment arising from commercial or political causes. It, therefore, was able to come before you today with such an excellent showing, reflecting as it does the highest credit upon our Chief Manager, Managers and Agents.

Dividend Problems.

Although fully warranted by the figures before you, I may say that as a view of the still critical state of the world's trade and the many dangers and difficulties which still confront us, we considered very carefully as to whether we were justified in recommending the same dividend and bonus as last year. We retain, however, a sufficient degree of confidence in the future and I trust that you will approve of our recommendations. Let me mention here that our increased investments stand in our books at a very considerable margin under market prices.

I think we have every reason to congratulate ourselves upon the choice which we made some twelve months ago in appointing Mr. Grayburn, acting Chief Manager. He has already proved his exceptional capacity for the post and we had no hesitation in confirming him in his appointment some six months ago.

As shown in the Profit and Loss Account, the amount available after deducting the interim dividend and Directors' remuneration, is \$16,631,950.52, which it is proposed to deal with as follows:—

To pay a final dividend of £1 per share with a bonus of 21 per share (subject to income tax deduction)	\$11,702,857.14
Transfer to Bank Premium Account	1,000,000.00
Transfer to Silver Reserve	500,000.00
Balance carried forward to the new a/c	3,429,093.38
	\$16,631,950.52

When my predecessor addressed you last year there was much discussion about the premium which then existed on our exchange over the buying-down cost of British dollars. This premium, I am glad to say, has now disappeared, but the process of getting rid of it was somewhat protected by reason of the weakness in silver and by an optimistic feeling among importers that exchange must rise.

Currency Question.

In the early part of the year a Committee was appointed to look into

the currency question of the Colony, but though the report has not so far been made public, it is doubtful if any useful discoveries were made, the original cause of the committee's appointment, viz: the above-mentioned high premium on our exchange, having soon been lost sight of in the heavy falls in sterling quotations which followed each other with alarming rapidity. The question which took its place "how low can the dollar go?" it is of course impossible for me to answer.

In commencing my survey of the past year as usual with a review of the silver market, I am conscious of dealing with a subject which, from being the field of the specialist, has lately become a matter of universal interest and concern. This state of affairs is due to the fact that the rapid decline, and still more the constant uncertainty, in the sterling value of silver, has gravely dislocated that section of the world's trade which is based on an exchange between silver and gold currencies and so has added a further cause to the general economic depression.

Calamitous Fall of Silver.

Let us glance first at the fundamental facts. Silver has fallen nearly 40 per cent. in price during the last twelve months and is now at the lowest level since 1906. Regarded as a part of a general price movement in which all the metals have shared, this decline is nothing extraordinary and, other things being equal, we might count on a corresponding reaction when other prices improve. But silver is not merely a commodity; it is also a medium of exchange, and looked at in this light its prospects are less reassuring. The silver-using countries have rapidly diminished in number and now China remains the only important one on a silver or silver basis. Still the outlook is not so desperate if the exchange value of silver can regain a degree of stability. Experience happily shows that adjustments to price variations are made with greater ease by oriental countries than by the more highly developed countries of the West. It is also comforting to remember that trade is, in the last analysis, barter and is bound in the long run to recover its equilibrium, whatever the level of monetary reserves. We may find consolation in the fact that China's real purchasing power resides not in her silver, but in her surplus merchandise—her tea, silk, cotton, hides and other exportable products.

Such is the long view. In the meantime we cannot disguise from ourselves that during the past year the fall of silver has been a calamity for the Eastern trade, a calamity seriously enhanced by the simultaneous decline of world commodity prices.

Encouraging Factors.

This being so, merchants are naturally asking what is the outlook ahead in regard to the silver exchange. It is difficult, as I have already intimated, even to hazard a guess, but let us examine a few of the more encouraging factors in the present situation. The low price of silver must tend to increase the consumption demand since it stands to reason that when a currency falls in value a greater amount is required to meet current requirements. This fact has already made itself visible in the large increase in the circulation of bank-notes in China and, to a still greater degree, in this Colony. Low prices must also, in course of time, discourage production. There is, lastly, the effect of restored peace in China, which, if it continues, is a factor in the upward direction, since, by stimulating the movement of goods

in the country and so necessitating an expansion of China's currency, it offers a strong pillar of support to the silver market.

These are some of what may be called the natural forces in operation in regard to the price of silver. Government action is also, of course, a very important factor. As to the future, we can only hope that the obvious damage to the world as a whole caused by the collapse of silver will induce the Governments concerned to stay their hand from any measures calculated to make the position worse. Of the various schemes for international action to stabilize the market, of which we have heard so much lately, none would appear to have reached as yet the practical stage. All such schemes involve a sacrifice to be made in the general interest and present a difficult problem in finding how to provide for a fair apportionment of loss among the countries concerned and to avoid that any one sectional interest should obtain the lion's share of the profit.

Excess Production.

I will now give a few estimated figures showing the silver situation for 1930. On the production side we had 244 million fine ounces of new output, 29 million ounces from sales by the Indian Government, 22 million ounces from sales by the Government of China, and 20 million ounces from similar sales by Indo-China. This gives a grand total of about 315 million fine ounces put onto the market. On the consumption side, India imported 90 million ounces, China and Hongkong 150 millions (showing an increase over the previous year of 20 million ounces in the case of India and a decrease of 13 millions in the case of China). The total excess of production for the year may be estimated at 95 million ounces, amply sufficient when taken in conjunction with trade depression and falling commodity prices to account for the phenomenal weakness of the metal. The measure of this weakness is given by the more or less steady drop during the course of the year from a maximum figure of 25.5/8 pence per ounce to 14.7/2 pence an ounce, a fall of 7 1/8 pence. The Shanghai exchange declined correspondingly from 21.1/4 to the level of 14.3/4, these being, it is curious to note, actually the first and last official rates quoted in the Far East.

Turning now to Eastern trading conditions during the past year, it is superfluous to mention that the countries with which we are connected have shared without exception in the general world depression besides having, in some cases, experienced particular troubles of their own of a political or economic nature which have placed an additional check on trade and enterprise. In these circumstances, I do not propose to dwell on the individual misfortunes of the various markets. In India, of course, the economic situation has been largely overshadowed by political developments. Of these, I will only say that I think we should add our voice to the tribute paid to the work of the Round Table Conference. I sincerely hope that the conciliatory spirit which came to the fore in the delegates' discussions will find a reflection in India and provide the foundation for a friendly and lasting solution of the problem of India's future government.

In regard to Japan, there are two financial operations of considerable moment to record—the return to a free gold basis of currency and the floating last May, of conversion bonds in London and New York to provide for the final redemption of the 1906 4 per cent. loan, which matured on January 1st last. The successful accomplishment of these two operations redounds to the credit of the Japanese

Government and our congratulations are due to the Minister of Finance whose skilful handling of the situation made them possible. Our Corporation participated, as one of the issuing banks in the London flotation which met with great success. The credit of the Japanese Government is reflected in the fact that these bonds now stand at a 4 per cent. premium.

The Colony's Trade.

The monotonous story of lack of markets for raw material exported and lack of purchasing power for imported goods, which repeated itself in India, Malaya, the Philippines and Japan, applied also—with the further burden of a disaster of the Chinese case of China, and was reflected in the trade of Hongkong. Our local merchants, it is true, found some compensating advantage from the drop in exchange which, by putting up silver values, assisted those who had stocks to liquidate, and the fact that the Colony as a whole survived the adverse conditions of the year with a good measure of success. China, on the other hand, especially in the northern provinces—had to cope with an additional hindrance to trade in the form of civil war and all its attendant evils.

Judged by the Customs revenue totals for the year, there was a further decline in the gold value, if not in the bulk of China's exports and imports, though of no very serious proportions. The British goods—chiefly the year's cottons and woollens through Shanghai largely consisted in the liquidation of stocks, the divergence between home manufacturing costs and the prices obtainable for the finished goods in China being such as to discourage replacement of the demand for manufactured materials. British manufacturers are feeling ever more keenly the competition from Japan and from native mills.

China's Trade Prospects.

In engineering products there has been a certain demand for textile and electrical equipment, and the supply of some of the Government's resources, I am glad to say, is being held in reserve, in spite of the difficulty of meeting foreign prices. Industrial development as a whole is receiving close attention in China in both official and private circles, and I think it safe to say that, given the benefits of peace, it will go ahead rapidly, carrying with it a steady demand for imported machinery and equipment. The same applies to the railways which are crying out for rehabilitation and the extension of lines for civil and military use. I shall refer shortly to the plans for devoting the British Boxer Indemnity funds to this purpose. Aviation, meanwhile, is progressing and a substantial number of aeroplanes for both civil and military use were imported in the course of the year. The Shanghai-Nanking and Hankow services have functioned regularly and plans are said to be complete for the operation of an air line to Berlin, via Siberia, under Sino-German auspices. As for automobiles, American firms retain a decided lead.

The export trade from the Yangtze, instead of thriving from the favourable exchange, showed an exceptionally bad record. This was partly owing to civil disturbances and, partly, to the decline in selling values for which, which outstripped the fall in exchange. The Manchurian bean crop was found to be almost unsaleable and silk fell by almost half its value in spite of a poor harvest.

British Economic Mission.

The trade depression at home has centred attention on the trading possibilities of China. The combined effect of the economic distress in the present cotton trade, led to the despatch of an Economic Mission sent by the British Government to enquire into trading conditions in the Far East and the best means of advancing the British share. After four months of most thorough and painstaking investigation, Sir Ernest Thompson and his colleagues are at present in this Colony engaged in preparing their report. We welcome the Mission's visit, firstly, because of the valuable personal contact between the British merchants and the Far Eastern representatives of the manufacturing and trading interests, including both management and labour; and, secondly, because it is leading to a thorough survey of the machinery of production and distribution of British goods for China, and will, no doubt, bring to light whatever weak points the present system contains both at home and in the East. Foreign trade with China, after having proceeded on somewhat stereotyped lines during the past century, is now experiencing rapidly changing conditions. There is a call for adaptation, and along the line must these new conditions and to cope with the daily increasing competition with which we are faced. In these circumstances, a general overhaul of the position should greatly assist. Efforts are, we know, being made at home to reorganise the export trade, and I trust that the Mission's report will bring other things, lend impetus to this very desirable process. We shall await it with much interest.

Political Situation.

I will now review shortly the political situation in China. After another year of civil fighting, the country is now enjoying a fresh period of peace. This welcome state of affairs is interpreted by some as merely a lull between storms, by others as marking the culminating point of the National Government's struggle to

establish its supremacy. Experience of the past makes one slow to accept the latter view too unduly, but I think there is more room for optimism than for some years past and fair reason to hope that the lifting of the clouds is more than temporary. There is no need to burden you with a detailed account of last year's struggle which, though on a larger scale, resembled the previous trials of strength between Nanking and the provinces. At one period of the fighting the rebellious leaders were so successful that China appeared likely to split in two and plans were actually made for a rival government in the old capital. By September, however, the tide had turned and soon the war was brought to an end by the intervention of Marshal Chang Hsueh-liang, the Manchurian ruler, who decided on Peking (or Peiping as I should now call it) and forced the allies to retire. Generals Yen and Feng quickly gave up the struggle and their troops are being disbanded or incorporated into the "national" forces.

The Cost of War.

At this point let me interpolate a remark concerning a claim repeated in the press, viz: to the effect that foreigners exaggerate the importance of wars in China which, it is alleged, are really not so vitally important because they affect a few provinces at a time and only a small minority of the total population. This is a view with which I find it quite impossible to agree. The proportion of China's millions directly touched by the clash of contending armies may be comparatively small but that is only part of the story. What must be remembered, is that vast numbers are ruined by the indirect consequences of the war—the crushing military taxation, wrecked communications, the stimulus given to banditry and the destruction of confidence generally. More than this, the reconstruction of the country is held up by the diverting of resources of the Government's resources and energies and by the check imposed on all public enterprises.

To return to the situation, as soon as the war was over, Marshal Chang Hsueh-liang visited Nanking where a general agreement was effected between him and the National Government. A real understanding between Nanking and Mukden is the best guarantee against the renewal of civil war on the North side of the Yangtze. Whether the present agreement will stand, the strain inherent in such compacts, particularly on the financial side, is somewhat hard to say, but the signs on the whole are favourable and, if China survives this spring without a fresh breach of the peace we may hope that the corner is turned and that the phase of civil warfare which has now lasted for two whole decades will at last be at an end.

Confidence Strengthened.

Such confidence is strengthened by the results of the Plenary Session of the Kuomintang Central Executive which met at Nanking last Autumn. It was there decided to convene a National Convention to meet on May 5th. The calling of this Convention (or People's Conference as it is also called) answers the charge made by opponents against the Nanking Party of monopolising power and of opposing popular control. If the decision is honestly carried out it should do much to remove the causes of friction and jealousy which have kept nationalist China in a state of disunion during the past two years.

There remains a formidable problem calling for all the energy and determination which President Chiang Kai-shek has shown himself to possess in ample measure. I refer to the Communist menace. For the last two or three years large parts of Central and Southern China have been ravaged and held in terror by so-called "red" armies, consisting of bandits, disbanded soldiers; and ruined and desperate peasants organised more or less under communist leadership. In certain areas the Civil Government is said to have been superseded by Soviet organs which have set up their own system and even established schools and banks on the communist pattern. The movement reached its height last autumn when Changsha was seized and looted, and Hankow seriously threatened. The cessation of civil war having freed the hands of the Government, military measures are now on foot, the outcome of which we await with considerable anxiety. Early reports of the success of the operations have not been too encouraging.

Outcome of Misery.

The movement is largely a natural outcome of the misery wrought on the people by militarism and war. Insofar as this is the case, the only effective cure lies in bettering local conditions by the establishment of peace and good government. If there should not be forthcoming there is ground for the gravest fears as to what may eventually happen.

With the fall in silver and the world slump in prices, added to the internal peace with its loss of the year of speaking, any radical improvement in the finances and economic state of the country has naturally been impossible. As regards the national exchequer, the current needs of the Government require the issue of more securities, the issue of the security chiefly of the Customs—amounting to \$174 millions and making a net increase in the national debt of slightly over \$90,000,000. The introduction of a budgeting system is still being awaited,

but a deep in the right direction was taken by the Minister of Finance, who published a general financial statement early in the year. A series of reports by the Kemmerer Mission has been published, containing schemes for the reform of China's currency. An initial move in this direction was made in the month of January when the collection of import duties was placed on a gold basis. This arrangement furnishes the Government with a substantial credit of great value in present conditions for meeting their overseas debts.

The Maritime Customs duties, now greatly augmented under the new tariff, continue to provide the main source of national revenue. The interests alike of the Government and of commerce and shipping are closely bound up with the integrity of the Customs service and the gravest misgivings were caused by the seizure last summer of the Tientsin Customs by the Northern faction in whose hands it remained for four months. Happily, Marshal Chang, on obtaining control in Tientsin, restored the central Customs authority.

Customs on Gold.

The Customs collection for 1930 of Hankow Tientsin 180,000,000 shows an increase of 28 millions over 1929. This represents an 18 per cent. increase, though, translated in terms of gold, the value of the collections was 12 per cent. less than in the previous year. To the increased revenue the port of Shanghai contributed 17 million taels, and Canton 3 1/4 millions. Tientsin, on the other hand, showed a decrease of 2 millions, while Hankow and Dairen also registered a decline.

Although falling outside the period under review, I must make mention of the introduction on the first day of the current year of a new Customs tariff replacing the provisional schedule which itself had succeeded to the first 6 per cent. The new tariff, which I may mention is calculated to produce an increase of revenue of some 100 million taels—has been on the whole not unfavourably received by mercantile interests. Simultaneously with the change of tariff, the Government has ordered the abolition of likin and other irregular taxes. The new absolute taxes should at least have the advantage for merchants of being a fixed and determinable charge.

Praise for Mr. Soong.

The Salt Revenue has now in the main returned to the control of the central authorities from whose hands it had almost entirely disappeared years ago. Last year it approached \$60,000,000, making a good second to the Customs. Deficiencies in the quotas remitted by the Districts for the service of foreign loans secured on the Salt Revenue have been made up and the liquidation of accumulated arrears has proceeded with punctilious observance of the Finance Minister's plan. Recognition is due to Mr. Soong, whose concern for China's foreign credit—and, if one may venture to add, able tenure of his very difficult office—have earned him high opinions in financial circles abroad. In contrast to the Customs and Salt obligations, the defaults on the railway loans continue to mount up, the amount overdue on three loans alone issued wholly or partly in Great Britain amounting now to almost \$64 millions. Private foreign creditors for railway material are also still awaiting the payments due to them, but we are glad to learn from a recent statement in the House of Commons in connexion with the remission of the British Boxer Indemnity that our Government have received a promise from the Chinese Government that the outstanding debts due to British merchants for railway material will be settled at an early date.

Debt Settlement.

Debt settlement as a whole is coming to the fore. In November the Government invited representatives of the foreign Governments concerned to a preliminary conference. I understand that the Chinese Government, in the way of a definite plan, but the British Legation has taken in hand the collection of British statements of claims and it is some satisfaction to know that the Chinese authorities have at last made a start in tackling the problem. The Chinese are also still awaiting the payments due to them, but we are glad to learn from a recent statement in the House of Commons in connexion with the remission of the British Boxer Indemnity that our Government have received a promise from the Chinese Government that the outstanding debts due to British merchants for railway material will be settled at an early date.

The rehabilitation of the railways, which the Chinese Government have rightly put in the forefront of their programme of national reconstruction, advanced little under the conditions prevailing last year. Now construction was confined to the pioneer lines in Manchuria which are being slowly but steadily pushed forward. As regards the depleted rolling-stock, replacements have probably at most been made up to the level of the military usage. The British Boxer Indemnity settlement promises, however, substantial benefits to China's railways. According to the terms of the Bill some 27 millions—half of it ready money—will be spent in the United Kingdom for the purchase mainly of railway material, while most of the balance of \$4-million will be free to be used for railways and other public works, though the whole amount is regarded as an investment eventually recoverable from profits to be used as a fund for education

and similar purposes. This solution—providing, as it does, for China's most urgent needs on both physical and intellectual planes, while at the same time helping our own country in dealing with unemployment—deserves to be warmly welcomed in both the countries concerned. I will only add a word of congratulation to our Hongkong University on receiving a grant of \$265,000 from that part of the accumulated fund which is being applied forthwith to educational objects.

Canton-Hankow Railway.

The portion inconvertible in railways is likely to be devoted—we are given to understand—to the linking up of the Canton-Hankow railway. The completion of this trunk line, of great benefit to China on political, no less than economic, grounds, will bring to fruition the plans taken in hand more than twenty years ago by our Bank and its association in the Hukang Railway Loan. Unfortunately, the part of the country through which the line must run is in the heart of the communist trouble and little can be accomplished until the latter has been dealt with and the districts restored to order.

Looking at things as a whole, if China can now maintain peace and political stability, she should soon be able, with international assistance, to tackle effectively her three major, and interrelated problems: the consolidation of debt, the disbandment of excess soldiers, and the reconstruction of railways and other means of transport. The "if" hinges not a little on the outcome of the forthcoming People's Conference.

Extrality.

I must now pass on to the subject of the abolition of extraterritorial rights. This vital subject has for several years past been faced fully and frankly in speeches from this Chair and I shall follow the precedent set by my predecessors; to burke discussion of the question on account of its manifold difficulties, I think, a mistake. Our general attitude towards the abolition of extraterritoriality was defined by your Chairman last year and I need not repeat his remarks. The past twelve months have brought us, however, much closer to the issue. Negotiations between China and the principal foreign Governments are proceeding, the Chinese Government have declared their intention of settling the question in the early part of this year and there is not a little reason to expect that the matter may come to a head before the date of the People's Conference. The need for revision of the treaties and the determination of the Chinese people to see it effected are facts which we recognise, and the problem from our point of view is one of securing a fair and reasonable "levelled" ground for foreign firms and nationals over the dangers of the transitional period when jurisdiction and administrative control are passing into Chinese hands. There are sections in China impatient for an abrupt termination of all special privileges and rights. The demand for this was answered by the spokesman of H. M. Government at the last annual dinner of the China Association and I cannot do better than quote the words then used. "Foreign jurisdiction," he said, "is always an anomaly, and an anomaly corresponding to an anomalous state of affairs, and its sudden removal would be a worse and more dangerous anomaly still both for the Chinese and for British subjects in China." The ultimate goal is a complete reciprocity—China protecting our nationals and assuring them justice equally full and complete as that given by the British Government to Chinese citizens under their jurisdiction. But, he added, this can only come by a process of evolution and the immediate task is to discover a progressive solution of the problem which can be embarked on without delay with mutual goodwill and satisfaction to both parties.

The Moment's Need.

The need of the moment is, as those words imply, to bridge over the time while the Chinese Government is still engaged in consolidating its control throughout the provinces of China and of establishing an unquestioned authority which will justify it in assuming the full responsibilities of a sovereign Government towards foreigners living in its territories. It will greatly help to reduce to a minimum the risks of international friction—a matter surely of equal interest to both parties—if Nanking will take a similar view to that quoted above and will shape their demands accordingly. The rotation of Wei-hai-wai on October 1st of last year and the agreement for handing back the British Concession at Amoy marked a further stage in China's recovery of foreign-controlled territories. A demand is reported to be made for the return of the remaining foreign concessions at Hankow. As regards the supreme question of the status of Shanghai, the only event to record is the addition of two more Chinese members to the Municipal Council of the International Settlement, bringing their number from three to five. The report under preparation by Mr. Justice Feetham, who has devoted the past year to his study of the conditions, will no doubt greatly assist the Council in attacking the various problems which the rapid growth of Shanghai and the political developments of the last few years have brought into being and will also, we may hope, help in bringing into accord Chinese and foreign views. I think that I should not be wrong in saying that during the last year or so, the state of feeling has

(Continued Quoted)

TO-DAY'S BANK MEETING.

(Continued from Overleaf).

become increasingly propitious for an amicable agreement.

Bright Trade Prospects.

I have deferred till the end of my speech a few remarks which I have in mind about the prospects for China's trade development in the years immediately ahead. The outlook depends on entirely on internal political conditions that it seemed best to deal with the outside first. If we agree, as I personally think we may, that the record of last year strengthens the chances of peace and order in China and of a stable government able to take in hand the work of reconstruction, the trade prospects are immense. No part of the world compares with China in the virgin fields which it offers for growth of trade. Szechuan province alone, rich in natural resources and with a population of at least 80 millions, has hardly begun to trade with the outside world. Restoration of the railways and some few hundred miles of new railway construction would have enormous results. It is true that China may quickly develop industries to supply much that she now imports from other countries, but this process has the effect of expanding over-seas trade, though naturally altering its character. A ready adaptability to the changes of the times is one of the greatest needs for the foreign trader with China. Men of vision among the foreign community in Hong Kong, I think, deserve special mention. The China markets are not exempt from a danger which is looming in many parts of the world, namely, Social Dumping. I use the word in its loose sense of land, the goods to be sold at under cost. The danger, however, has already arisen and I fear we must be prepared for a possible rapid development. How to deal with this danger of dumping the markets of the world flooded by Social goods, and the marked under conditions, utterly alien from the standards of other countries, is a question which I cannot undertake to discuss, but it is one which I feel, deserves close study and there are few of us here who have not heard of it in the past year.

In conclusion I have to ask your confirmation of the Report and Statement of Accounts of the Bank, and I am glad to hear that the Directors of the Bank have accepted the same at last year.

THE SILVER CATASTROPHE.

Mr. G. C. Moxon, Chairman of the World's Leaders.

BANK'S SOUND POSITION.

Mr. G. C. Moxon.—In rising to second the adoption of the Report and Statement of Accounts I feel tempted to use the time honoured formula employed by many of my predecessors by saying that in view of the very full and interesting speech we have just heard there is nothing I can usefully say.

However, it is so rarely that the ordinary man in the street has the opportunity of seeing his views before such an audience as this that I trust you will bear with me for a few minutes.

In the world to-day and particularly in China there is one thing that all sorts and interests all thinking men and women, and that is the debacle in the value of silver. Here in the Far East it affects everything we do, or buy, or sell, or eat, or wear, or use, or enjoy. It is the subject of much speculation, much argument, and much worry.

A Sorry Mess.

I rather think I voice the popular conclusion when I say that most of us feel that the leaders and rulers of this modern world of ours have made a great mess of things. Their responsibilities, their duties, their responsibilities, have been brought to the very edge of an abyss, and it will require super skill and intelligence to arrest further crash.

Perhaps silver may afford a clue to the solution of the world's happiness and prosperity. Half the population of the world still uses silver as its money metal—a metal which neither melts nor rusts and corrupts and suitable in every way for metallic tokens. In India, the savings of a lifetime frequently take the form of articles made of silver. In China, silver has been used as a measure of value for some 2,000 years.

It was a dangerous step to legislate for the abolition of the white metal and thereby help to cause the debacle in prices. The consequences of that policy are not yet fully apparent, but the crude balance of the world must be altered, and that not in favour of the West I should say. I believe I am correct in saying that the effect of silver, for many years, has fluctuated slightly in advance of commodity prices, and therefore, it seems in some measure to be a trade barometer.

All these facts must be well known to those who control our monetary destinies—and, for my own part, I can only hope that what I should call the silver catastrophe may yet be annihilated by prompt and wise international action.

That it is possible to rise superior to circumstances is evidenced by the Report now before you, and I would most heartily congratulate Mr. Grayburn and his staff on the excellent achievement of his first year of office—a most difficult and trying year it must have been. It is with great regret we learn of his present indisposition and we must all hope for his speedy and complete restoration to health.

Praise for Bank.

So many of us "old China hands" depend, in a large measure, for our incomes on the success of this great British institution that I am sure you will allow me to make the following remarks which will certainly be endorsed by all shareholders. I would like to express our thanks to the many Branch officers and staffs of this Bank. From Arctic expeditions to Sultry Singapore they guard our interests in fair weather and foul, both political and atmospheric. Many of them are personal friends of mine and much kindness and hospitality have I received from them in a long business career in the Far East.

Our gratitude is due to them all, and our appreciation should be marked by such liberality as may be justified by the financial position of the Bank. For these days of fondering Banks and dwindling share values all over the world, it is some comfort to feel that Shareholders in the Hongkong and Shanghai Bank have comparative security and peace of mind—they can leave the worrying to the able executive that guides its operations.

Bank's Growth.

I would commend to the attention of shareholders the following remarkable comparison of figures connected with the Balance Sheet of this Bank. In 1881, the net profit for the half year ending 31st December was \$2,142,098.58, and \$3,429,093.38 are carried forward. After making due allowance for increased capital and depreciation in the value of the dollar, I think you will all agree that the Bank has a record to be proud of and that its progress during the last half century is a fine monument to its management and a happy augury for the future.

With these few remarks, Sir, I have great pleasure in seconding the adoption of the Report and statement of Accounts now before this meeting. The report and accounts were adopted.

Mr. G. H. Potts proposed, and Mr. Fung Keng-ang seconded, the resolution: That the Report and Statement of Accounts of the Bank for the year ending 31st December 1930 be adopted.

DIRECTORS' FEES.

Now to be Paid on a Gold Basis.

RAISED TO £5,000 A YEAR.

Mr. G. E. H. Bawls.—Gentlemen.—In view of the favourable report of the past year's working of the Bank which has been presented to us to-day I feel convinced that the resolution I now rise to make, in regard to the payment of the Directors' fees, will meet with your approval.

The resolution which I am now proposing is that the fees of the Directors of this Bank shall be the sum of £5,000 sterling, or its equivalent in Hongkong currency at the date of payment, instead of the existing fees of \$50,000.

In moving this resolution I may remind you that the fees of the Directors were originally \$20,000 per annum and in the year 1899, these fees were raised to \$30,000. In 1921, the fees were increased to \$50,000 per annum, and when this motion for such further increase was passed it was pointed out that the capital of the Bank had been doubled and that its liabilities had increased nearly four-fold, and since that date there has, in spite of the difficult times through which we have passed, been a further substantial increase in the Bank's activities, as we are all aware.

Undoubtedly, when the last increase of the Directors' fees was voted, no one anticipated such a depreciation in the dollar as we have seen, but the recent disastrous fall in our local currency has upset all calculations, and in consequence thereof the amount paid to the Directors' fees is out of all proportion to the amount distributed in dividends whether looked at from a gold or silver point of view. It is only reasonable, therefore, that the remuneration of our Directors should be reconsidered and should be placed on a more satisfactory basis, not only in view of present conditions but also as an acknowledgment of the work done and ability displayed by them in their conduct of the business of the Bank. As the greater part of our dividend is paid in sterling and a large proportion of our earnings is in gold I think it is only proper that our Directors' fees should be paid in sterling also. I beg therefore to move the following resolution:—

"That the annual fee of the Directors of the Hongkong and Shanghai Banking Corporation be the sum of £5,000 instead of the existing fee of \$50,000."

Mr. J. H. Seth seconded the motion, which was carried unanimously, and the Chairman in response said:—On behalf of my fellow Directors and myself, I have to thank you for passing this resolution. We are very grateful for this appreciation of our efforts on your behalf.

Directors supporting Mr. J. A. Plummer in the chair were:—The Hon. Mr. G. C. Moxon, (Vice-Chairman), the Hon. Mr. J. J. Patterson, Messrs. T. H. R. Shaw, G. Min-kin, W. H. Bell, T. E. Pearce and J. P. Warren, with Mr. V. M. Grayburn (Chief Manager).

Shareholders present included the Hon. Mr. Paul Laidlaw, the Hon. Mr. W. R. L. Shenton, the Hon. Mr. J. Owen Hughes, Sir Robert Ho Tung and Messrs. G. C. Moxon, G. H. Potts, Fung Keng-ang, K. S. Morrison, Wing Ping-sun, C. E. H. Bawls, J. H. Seth, S. S. Cassinelli, D. E. Keenall, H. Stevenson, W. E. Smith, S. Sedgwick, W. A. F. Judd, F. W. Stapleton, D. Landale, J. W. C. Bonnar, Lo

RACE MEETING OPENS.

GOOD WEATHER FOR FIRST DAY.

BIG DIVIDENDS PAID BY PARI-MUTUEL.

LARGE ATTENDANCE.

Overcast but pleasant weather marked the opening of the Hongkong Jockey Club's Spring Meeting at Happy Valley this afternoon, large crowds being present to witness some excellent sport. This year, there is an exceptionally large entry in the various events, some producing close on a hundred entrants. A feature is the reappearance of Australian ponies after very many years, recalling the times, in the early 50's, when Australian whalers, English and Arab horses raced here.

There is an openness about this year's Races which adds greatly to the attraction of the Meeting, and suggests that many good dividends will be paid by the pari-mutuel. In the Derby, which is being run on Tuesday, surprises are expected, as more than one of the fancied ponies has gone lame, whilst the disqualification of Cayman has come as a great disappointment to his owner and those who fancied this pony's chances in the classic event.

Good Dividends.

His Excellency the Governor (Sir William Peel) arrived before the first race, whilst General Chan Ming-shu, Civil Governor of Canton, was present during the afternoon.

The promise of big dividends on the "pari" was borne out in the very first race, when Mr. Frost piloted The Quail to victory, securing over \$200 for his backers. The useful return of \$66 was paid to backers of King's Colour in the second race, in which the Dynasty stable secured first and second places. Over \$120 was paid to backers of Tom in the third event.

1.—The Wong-Nel-Chong Stakes.

Winner \$750, Second \$300, Third \$200. For China Ponies, Subscription Grifflins of any Season non-winners. Half a Mile.

Messrs. Hall & Shenton's The Quail (Mr. Frost) 1

Mr. Widdicombe's Jan Stewer (Mr. Chang) 2

Mr. Cocktail's Mascot (Mr. Charles) 3

Messrs. Chan & Chau's Sunny Day (Mr. da Roza) 4

1 Dead heat.

Twenty-eight starters. Half a length; half a length.

Time: 59.4/5 secs.

Pari-Mutuel.—Winner, \$213.10; 1st, \$33.80; 2nd, \$8; 3rd, Mascot, \$4.50; Sunny Day, \$20.

2.—The Old Course Plate.—Winner \$750, Second \$300, Third \$200. For China Ponies that have started in at least five Extra Meetings in Hongkong during 1930, two or three of such Meetings to have been before 1st July and two or three subsequent to that date. One Mile.

Dr. Dynast's King Colour (Mr. da Roza) 1

Mr. Dynast's Nationalist II (Mr. Chang) 2

Mr. Hon Kom-tong's Majestic Hall (Mr. Wong) 3

Twenty-one starters. A length; three lengths.

Time: 2 min. 02 secs.

Pari-Mutuel.—Winner, \$66.60; 1st, \$13.90; 2nd, \$6.60; 3rd, \$13.

3.—The Maiden Stakes.—Winner \$1,000, Second \$300, Third \$200. For China Ponies born five Grifflins of this Meeting. Six Furlongs.

Mr. W. T. Stanton's Tom (Mr. Stanton) 1

Mr. L. Dunbar's Cyclamen Bay (Mr. Heard) 2

Mr. Aitch Aitch's Valoroso (Mr. Pote-Hunt) 3

Eighteen starters. Short head; three-quarters.

Time: 1 min. 29.4/5 secs.

Pari-Mutuel.—Winner, \$120.10; 1st, \$25.70; 2nd, \$22.40; 3rd, \$10.10.

4.—The Valley Stakes.—Winner \$1,000, Second \$300, Third \$200. For Subscription Grifflins of this Meeting. Six Furlongs.

Messrs. Hall and Shenton's The Grouse (Mr. Frost) 1

Mr. A. H. Carroll's Azalea Leaf (Mr. Wong) 2

Mr. Dynast's King Willow (Mr. Chang) 3

Twenty-six starters. A length; a length and a half.

Time: 1 min. 32.1/5 secs.

Pari-Mutuel.—Winner, \$42; 1st, \$12.50; 2nd, \$8.80; 3rd, \$14.40.

Chung-wan, G. K. Hall-Brutton, G. N. Tinson, S. M. Churn, A. H. White, Chua Seng-choo, W. Allen, A. G. Coplin, Dr. H. Balen, G. E. Brown, E. S. Alrahams, A. M. L. Soares, A. Nislin, R. A. Dastur, J. T. Bagram, J. Dalziel, J. D. Butcher, J. T. Lewis, F. Fleming, J. M. Alves, E. H. Summers, D. H. Cooper, J. M. de C. Buet, H. Dixon, J. Coulthart, H. H. Priestley, F. M. Ellis, D. V. Stevenson, Chan Lim-pak, Chan Shu-ming, L. G. S. Dowell, K. Stuart Smith, and Chun Wing-ku.

5.—The Sydney Maidens.—Winner \$1,000, Second \$300, Third \$200. For Australian Ponies. Six Furlongs.

Mr. Chan Tin-sun's Woodland Stag (Mr. Quincey) 1

Messrs. Proulx & Sling's Kilrea (Mr. Proulx) 2

Mr. John's Wattle (Mr. Heard) 3

Thirteen starters. A length; three lengths.

Time: 1 min. 26 secs.

Pari-Mutuel.—Winner, \$30; 1st, \$6.60; 2nd, \$5.90; 3rd, \$6.80.

6.—The Poochow Cup.—Winner \$750, Second \$300, Third \$200. For China Ponies. One Mile and a half.

Mr. L. Dunbar's Diana Bay (Mr. Hill) 1

Mrs. Dunbar's Sitting Bull (Mr. Sokoloff) 2

Mr. Chan Tin-sun's Vasylock (Mr. Quincey) 3

Nine starters. Five lengths; many lengths.

Time: 3 min. 03.3/5 secs.

Pari-Mutuel.—Winner, \$5.70; 1st, \$5.50; 2nd, \$6.80; 3rd, \$7.80.

7.—The China Stakes.—Winner \$750, Second \$300, Third \$200. For all China Ponies. Five Furlongs.

Mr. Chan Tin-sun's Apollo (Mr. Quincey) 1

Mr. L. Dunbar's Glenavilles (Mr. Hill) 2

Mr. L. Dunbar's Elliot Bay (Mr. Sokoloff) 3

Ten starters. Six lengths; three lengths.

Time: 1 min. 11 secs.

Pari-Mutuel.—Winner, \$5.50; 1st, \$5.30; 2nd, \$5.70; 3rd, \$6.70.

8.—The Hopful Stakes.—Winner \$750, Second \$300, Third \$200. For China Ponies born five Grifflins of this Meeting. One Mile.

Mr. L. T. P.'s Gold Key (Mr. Tung) 1

Mr. Dynast's King's Service (Mr. da Roza) 2

Messrs. Mackie & Grayburn's Spy (Mr. Clark) 3

Nineteen starters. A head; a length.

Time: 2 min. 03.4/5 secs.

Pari-Mutuel.—Winner, \$379.80; 1st, \$78.40; 2nd, \$15.30; 3rd, \$23.10.

9.—The Tintin Stakes.—Winner \$750, Second \$300, Third \$200. For China Ponies, Subscription Grifflins of 1930 and 1931. One Mile and a Quarter.

Messrs. Sturt & Lobel's Tango (Mr. Pote-Hunt) 1

Mr. Ho Kom-tong's Bridge Hall (Mr. Wong) 2

Mr. T. P. T.'s Sonny Boy (Mr. Tung) 3

Fourteen starters. A length; two lengths.

Time: 2 min. 44.2/5 secs.

Pari-Mutuel.—Winner, \$15.20; 1st, \$7; 2nd, \$6.60; 3rd, \$15.

The Officials.

The officials for the Meeting are as follows:

Patron.—His Excellency Sir William Peel, K.C.M.G., K.B.E.

Honorary Stewards.—His Excellency Vice-Admiral Sir W. A. H. Kelly, K.C.B., C.M.G., M.V.O., His Excellency Major-General James Walter Sandilands, C.B., C.M.G., D.S.O., Captain Arthur Horner Walker, O.B.E.

Stewards.—Hon. Mr. C. Gordon Mackie, (Chairman), Mr. R. M. Dyer, C.B.E., Mr. V. M. Grayburn, Sir Joseph Kemp, K.L., C.B.E., Hon. Mr. J. J. Patterson, Mr. T. E. Pearce, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, and Mr. P. Tester.

In charge of Scales.—Mr. R. M. Dyer, Hon. Mr. J. J. Patterson, Hon. Mr. W. E. L. Shenton.

Clerk of the Course.—Mr. T. E. Pearce.

Judge.—Mr. P. Tester.

Assistant Judge.—Mr. P. M. Hodgson.

Starter.—Mr. S. A. Sleep.

Second Starter.—Mr. M. G. Marriott.

In Charge of the Paddock.—Mr. F. Sutton.

In Charge of Pari-Mutuel.—Hon. Mr. C. G. Mackie and Mr. V. M. Grayburn.

Handicapper.—Mr. C. M. S. Alves.

Time Keeper.—Mr. A. E. S. Alves.

Surgeon.—Dr. J. C. Macgown.

Hon. Veterinary Surgeons.—Major F. R. Roche Kelly, Mr. L. Reddy.

Official Messenger.—Mr. H. C. Watson.

Secretary.—Mr. C. Bernard Brown.

Treasurers.—Messrs. Linstead and Davis.

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-breath and Co.

London Terminals.

March 5/11 down 1/2.

May 5/2 down 1/2.

August 5/6 down 1/2.

December 5/6 1/2 down 1/2.

New York Terminals.

March 1.22 down 1 pt.

May 1.30 up 1 pt.

July 1.38 no change.

September 1.45 no change.

December 1.53 up 1 pt.

London 27/2/31.—Russian Crop estimated at 1,635,000. No signs of any intention to make further sales for Export.

Samarang 27/2/31.—Government submitting restriction of export proposal on a five year basis for the approval of the People's Council in time to operate on 1st April. Approval expected.

CASH SWEEPS.

LUCKY NUMBERS AT THE RACES.

Winning sweepstake tickets at to-day's Race Meeting were as under:

Race No. 1.

Ticket No. 14 \$1,640.00

" 269 440.00

" 733 110.00

" 336 110.00

\$50 tickets:—495, 699, 815, 629, 625, 621, 317, 252, 302, 631, 480, 633, 361, 143, 618, 206, 256, 651, 842, 91, 291, 640, 821, 698.

Race No. 2.

No. 366 \$3,259.60

" 391 645.60

" 785 322.80

Unplaced runners (\$50 each) Nos. 878, 421, 1002, 588, 400, 352, 681, 174, 993, 229, 205, 707, 167, 743, 969, 736, 120, 65.

Race No. 3.

No. 574 \$3,019.80

" 1074 862.80

" 733 431.40

Unplaced runners (\$50 each) 707, 1053, 189, 418, 506, 739, 434, 814, 160, 1202, 26, 1037, 496, 316, 530.

Race No. 4.

No. 272 \$3,187.80

" 1293 910.80

" 1193 455.40

Unplaced runners (\$50 each) 1097, 541, 987, 688, 106, 161, 1408, 1301, 1209, 610, 1231, 1389, 1283, 1276, 776, 1045, 1242, 1152, 1187, 1260, 125, 887, 1380.

Race No. 5.

No. 1365 \$3,740.80

" 278 1,068.80

" 1025 534.40

Unplaced runners (\$50 each) Nos. 946, 237, 302, 870, 725, 382, 335, 884, 107, 1400.

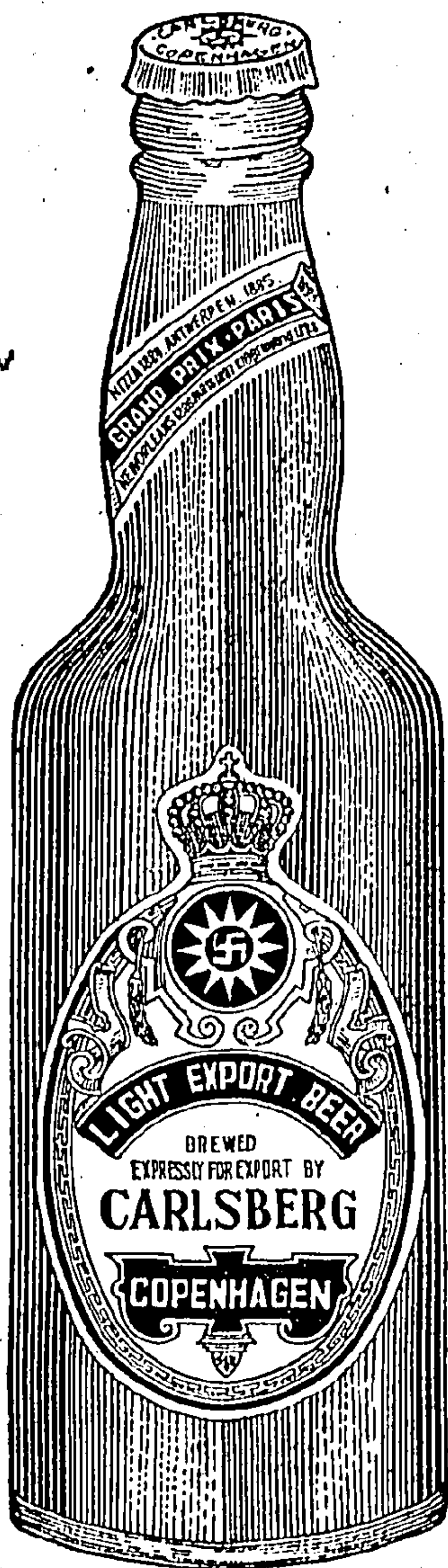
Race No. 6.

No. 1304 \$3,766.00

" 429 1,076.00

" 1411 538.00

Carlsberg



A BEER
OF
OUTSTANDING
EXCELLENCE

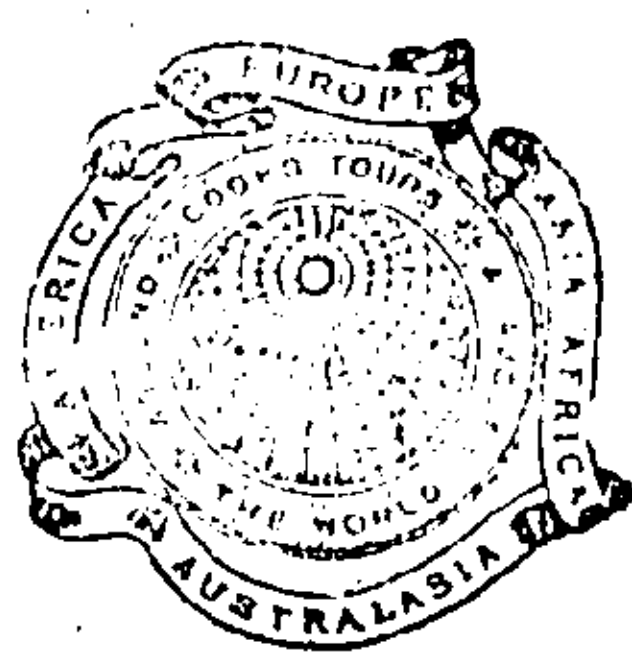
Brewed and
Bottled by the
CARLSBERG
BREWERIES
COPENHAGEN

OBTAINABLE
AT
ALL
LEADING
STORES.

Distributors
**John.
MANNERS
& Co., Ltd.**
MERCANTILE
BANK
BUILDING.
HONGKONG

COOK'S
AND
WAGONS—LITS
WORLD TRAVEL SERVICE

T
R
A
V
E
L



B
A
N
K
I
N
G

STEAMSHIPS—RAILWAYS—AEROPLANES—HOTELS
Traveller's Cheques. Letters of Credit.
Drafts. Telegraphic Transfers.

SUEZ—PACIFIC—SIBERIA

GOODS DELIVERED TO ALL PARTS OF THE WORLD.

THOS. COOK & SON, LTD.

(INCORPORATED IN ENGLAND.)
1st Floor, Pedder Building, Hongkong.
Cable Address: "COUPON." Tel. 58011

WANTED AT ONCE

**MEN'S AND BOY'S CLOTHING,
SHOES, HATS, ETC.,**

will be very gratefully received by the
HONGKONG BENEVOLENT SOCIETY
at its Room at the
CITY HALL

on
Mondays and Thursdays
from 10.30 a.m. to 12.00 noon.

Send us your old clothes

PRINCE AS TRADE AMBASSADOR.

VISITS B.A.T. FACTORY
IN CHINA.

Valparaiso, Feb. 27.
Reuter's special correspon-
dent with the Prince of Wales and
Prince George emphasises that
their Royal Highnesses are
largely mingling attention to
British commercial interests
with the pleasures of the
lavish hospitality offered in the
course of their stay in Chile.

Their engagements on Thursday
included a thorough inspection of
the British-American Tobacco
Company's factory, amid the tre-
mendous joy of hundreds of dusky-
eyed work girls, whom the Prince
of Wales questioned in Spanish.
The Princes were gratified to find
that the most important equip-
ment of the factory is British, and
expressed admiration of the pro-
vision of a squash racquets court
for the British employees.

Later they visited Graham,
Rowe and Company, selling agents
for many types of British goods.
The Prince of Wales learned that
the Company, by agreements with
well-known British firms, has es-
tablished a number of factories
in Chile for the manufacture of
goods from imported British raw
materials, and the results were re-
ported to be most satisfactory.
His Royal Highness praised "this
excellent principle" and said he
would do his best to recommend
its extension.

The Prince of Wales found time
to play a hard game of polo before
attending a reception of Chilean
business men at the President's
palace, where he discussed a
multitude of questions affecting
British trade. Subsequently he
called on Senor Guevara, the
mayor of Valparaiso, where the
conversation largely centred on
Anglo-Chilean trade.—Reuter's Amer-
ican Service.

SMUGGLERS' RUSE.

USE POISON GAS AGAINST
COASTGUARDMEN.

New York, Feb. 27.

Poison gas appeared for the first
time in the history of the long
struggle between rum runners and
coastguardmen endeavouring to en-
force the American prohibition
laws.

Two coastguardmen are suffer-
ing to-day from the effects of toxic
vapours which they are convinced
were shot at them in the course of
a half hour's chase.

Their quarry eventually was
beached on Staten Island where the
smugglers poured petrol on the
vessel's decks and then set her
afire, escaping across the island.—
Reuter's American Service.

There
Is No
Substitute
For
Newspaper
Advertising.

It is Presented
At the
Right Moment.

It Goes Into
The Home.

It is not
Monotonous.

It Becomes
A Daily
Massage.

It Covers
A Wide
Territory.

But—

Ensure
That It
Covers the
Widest
Possible
Field—
By Insisting
On an
Audited
Statement of

Circulation.

ALLEGED ABUSE OF ATTACHMENT.

SAID TO HAVE GOT ORDER
ON EMPTY CLAIM.

A submission that Li Wal-ping,
No. 5, Queen Street, had abused a
Prohibitory Order for Attachment,
by obtaining the order on the Po
Hing Theatre for an empty claim,
was made by Mr. H. G. Sheldon,
in the Supreme Court yesterday
afternoon, before the Acting Chief
Justice (Mr. Justice Wood). Mr.
Sheldon, who was instructed by
Mr. D. V. Stevenson, of Messrs.
Deacons, stated he was instructed
that Li Wal-ping was a man of
straw and, in fact, when an ac-
count was taken it was found that
he owed defendant the sum of
\$1,483.64.

Originally Li Wal-ping sued
Chan Wai, owner of the Po Hing
Theatre, living at No. 27, Pol-
litzer Street, for the sum of
\$23,233.06, for work done and
material supplied in connexion
with the construction of the
theatre, obtaining the attachment
order when he issued the writ.
An account was taken by the
Registrar who found that plaintiff
had no claim but, instead, owed
defendant the sum mentioned
above.

The Motion.

Yesterday afternoon Mr. Shel-
don, who appeared for defendant,
moved a motion (1) that the re-
port of the Registrar, dated
February 2, 1931, be adopted and
carried into effect. (2) That
judgment be entered for defendant
in the sum of \$1,483.64 with costs,
and (3) that the Prohibitory
Order for Attachment on the Po
Hing Theatre, made on February
22, 1931, should be discharged.

Plaintiff was neither present
nor represented, and the motion
was heard *ex-parte*.

After Mr. Sheldon had put his
motion before the Court, his
Lordship pointed out that the last
document on the file by the
plaintiff was a notice of motion.
Mr. Sheldon explained he had
received a letter from plaintiff's
solicitors to the effect that they
were unable to get further instruc-
tions and were not, therefore,
proceeding further with the mat-
ter. That motion was not before
the Court.

Continuing, counsel stated that
he had a further application to
make damages concerning the
attachment order. After pointing
out that the Code provided for
damages to the extent of \$1,000,
and that they had given notice to
the other side that they intended
to make the application, Mr. Shel-
don continued he was instructed
that plaintiff was a "man of
straw" and there appeared to be
no chance of getting anything,
whatever the judgment might be.

Attachment Abused.

He explained that he had been
specifically asked to bring the
matter before the Court for what
it might be worth, as it was con-
sidered that the attachment,
which had been obtained *ex-parte*,
was an abuse of a dangerous
weapon. A Prohibitory Attach-
ment could be obtained *ex-parte*,
but unless one could put up ac-
tual cash it was very difficult to
get one removed.

Originally, continued counsel,
plaintiff brought an action against
defendant for \$23,000 odd and ob-
tained the attachment at the same
time, but when the matter was in-
vestigated before the Registrar,
who took an account, it was found
that, in fact, defendant did not
owe a penny to plaintiff, but, on
the other hand, plaintiff owed de-
fendant the sum of \$1,483.64. Mr.
Sheldon submitted that plaintiff
must have known his claim for
\$23,000 was an empty one.

His Lordship remarked it was
clear that plaintiff's claim had
vanished in consequence of the
Registrar's enquiry, and asked
if there was anything to show he
knew his claim to be empty before
the enquiry.

Damage Suffered.

After having satisfied his Lord-
ship, by reference to documents
and affidavits, that this was so,
Mr. Sheldon, dealing with the
question of damage suffered,
stated that, in consequence of the
attachment, defendant had been
prohibited from dealing with the
Po Hing Theatre, of which ad-
mittedly he was the owner, for two
years. He had been prevented
from mortgaging it, charging it,
or dealing with it in any way. In
addition to that there were a
number of other ways in which
defendant had suffered, which he
did not propose to bring forward
unless desired.

His Lordship made an order in
the terms of the motion, and, on
Mr. Sheldon's suggestion, award-
ed damages to the extent of \$500.

LORD BIRKENHEAD'S ESTATE.

London, Feb. 27.
The late Lord Birkenhead's will
rotates to gross estate of \$33,223,
with net personality of \$10,450.
Probate is granted to his widow,
the surviving executor, to whom
all real and personal estate is be-
queathed absolutely.—Reuter.

Another
Form of—

Proof!

TELEGRAPHIC ADDRESS
"GORDON'S" OR "GORDON'S"
BENTLEY CODE
SPECIALISTS
IN
LADIES' FOOTWEAR
TEL. 2400

GORDON'S
Footwear for Men

Argemont Building
20-22 Queen's Road Central

Hong Kong, Feb. 24th, 1931.

The Manager.

The Hong Kong Telegraph.

Present.

Dear Sir,

In connection with our Footwear Advertisement, we wish
to express our extreme satisfaction at the large number of replies
received, which reached far beyond our expectations.

On account of so many clever answers being received, we have
decided to give another pair of shoes as second prize to the value
of \$20.00.

You will be interested to know that the H.K. Telegraph was
the only paper chosen for this advertisement.

We also wish to extend to Mr. Wylie our sincere thanks for
kindly consenting to judge this competition.

We are,

Yours faithfully,

Gordon's
H. D. W.

**ELITE
STYLES**

NOW SHOWING
A BEAUTIFUL
RANGE OF

**HATS
AND
BAGS
FOR THE
RACES**

ALSO—

GLOVES
SUN-SHADES

THE HATS SHOWN
INCLUDE LATEST
MODELS IN

WHITE FELT
SOFT SILK
and
STRAW



See This Special Race Display at

ELITE STYLES

THE SMALL SHOP FOR QUALITY and STYLE
A.P.C. BUILDING.

TO-DAY'S WANTS.

25 WORDS\$1.50,
(25.00 if Not Prepaid.)
The following replies have been received:—
687, 671, 678, 683, 685, 691, 696,
705, 709, 720, 722, 727, 729, 732,
734, 737, 738, 759.

SITUATIONS WANTED.

German, 27, at present in Shanghai, requires situation in any capacity. Has had four years experience in China-Import-Trade. Thoroughly conversant with book-keeping and office routine. All references. Please write Box No. 761, "Hongkong Telegraph."

POSITION VACANT.

WANTED.—Pharmaceutical Chemist for a dispensary, good prospects. Write Box No. 767, "Hongkong Telegraph."

WANTED KNOWN.

CHIROPDIST (Corn remover). Fully qualified, 10 years experience in Europe. Appointments made at the Tester Beauty Parlour, Kowloon Building, Tel. 22103. (Ground Floor).

WANTED.

French boy 15 years, good family, Saigon wishes spend Easter holidays (one month) with local English family, preferably one having children same age. Write, stating terms to Box No. 763, "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Brough Superior Motor Cycle, 1928 model, very fast. Price £46. Apply L. Commander Ruck Keene, H. M. S. Midway.

HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung Chau Electric Light. Large garden. Write Box No. 753, "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—Two-roomed FLAT, bathroom attached. Servants' quarters and kitchen. Near Tram and Bus. Write Box No. 762, "Hongkong Telegraph."

TO LET.—Ground Floor of No. 8A, Des Voeux Road Central, at present in the occupation of the Netherlands India Commercial Bank, available from 1st April, 1931. Apply to David Sassoon & Co. Ltd.

New Victor Records

FOR

February.

TSANG FOOK PIANO COMPANY.

8, Des Voeux Road, Central.

(Entrance Ico House Street.)

Telephone C. 24648.

EUROPEAN

WATCHMAKER, JEWELLER & ENGRAVER.

48, Nathan Road, Kowloon.



Sale and Repairing of Gold and Silver Goods. Any kind of Watches, Chronometers, Clocks, Repairs, Repetitors, Speedometers, Typewriters and anything in the line of delicate mechanism. All orders executed promptly at moderate rates.

M. BOGDATSKY.

WHEN AT HOME

The Hongkong Telegraph.

MAY BE PURCHASED AT SELFRIDGE'S

LONDON, W.I.

New Advertisements.

THE DAIRY FARM ICE & COLD STORAGE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the Thirty-fifth Ordinary Yearly Meeting of the Shareholders in the Company will be held at the Company's Town Office 2 Lower Albert Road, on Wednesday, the 18th March, 1931 at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts, declaring a Dividend and re-electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 7th to the 18th March 1931, both days inclusive.

By order of the Board of Directors,

J. D. THOMSON,

Acting Secretary.

Hongkong, 27th February, 1931.

THE DAIRY FARM ICE & COLD STORAGE COMPANY, LTD.

NOTICE RE TRANSFER OF SHARES.

Shareholders are requested to note that no "New Issue" shares will be transferred until after the Transfer Books have been re-opened on the 19th March 1931.

By order of the Board of Directors

J. D. THOMSON,

Acting Secretary.

Hongkong, 27th February, 1931.

THE HONGKONG JOCKEY CLUB.

Annual Race Meeting 1931.

All nominations for the above Meeting of the year "CAGAYAN" have been cancelled.

By Order,

C. B. BROWN,

Secretary.

NOTICE.

The HONGKONG STOCK EXCHANGE will be closed on Monday 2nd, Tuesday 3rd, and Wednesday 4th March, 1931, at Noon, during the Race Meeting.

By Order of the Committee

A. NISSIM,

Secretary.

Hongkong, 27th February, 1931.

CIGARETTE CARDS.

LARGEST STOCK IN THE WORLD.

List of nearly 1000 sets free. SEND 21, 22, 23 or 24 for SPECIAL SELECTION ON APPROVAL.

THE LONDON CIGARETTE CARD CO., LTD.

47, Lionel Road, Brentford, Middlesex, England.

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

(Incorporated in Hong Kong).

NOTICE IS HEREBY GIVEN

that the Ordinary Yearly Meeting of Shareholders of The Hong Kong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building) Des Voeux Road Central, Hong Kong, on Thursday the 16th day of April, 1931, at 11.30 a.m.

for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1930, confirming the appointment of a Director and re-electing a Director and the Auditors.

The Transfer Books of the Company will be closed from Wednesday, the 1st April, 1931, until Thursday, the 16th April, 1931, both days inclusive.

By Order of the Board,

F. C. HARRY,

Secretary.

Hongkong, 25th February, 1931.

GREEN ISLAND CEMENT COMPANY, LTD.

NOTICE is hereby given

that the 42nd Ordinary Annual Meeting of Shareholders will be held at the Offices of the Company, Exchange Building, Des Voeux Road Central, Victoria, Hongkong, on Wednesday, the 18th day of March, 1931, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1930.

The Transfer Books of the Company will be closed from Wednesday, 4th March, 1931, to Wednesday, 18th March, 1931, both days inclusive.

By order of the Board of Directors,

ALLAN REITH,

Secretary.

Hongkong, 19th February, 1931.

THE HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING 1931.

28TH FEBRUARY, 2ND, 3RD, 4TH AND 7TH MARCH, 1931.

On Saturday, 28th February the first race will be run at 1.30 p.m., and on all other days at 11.30 a.m. On the first day the first bell will be rung at 1 p.m. and on the other four days at 11 a.m.

MEMBERS' BADGES AND ENCLOSURE.

Members are reminded that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10.00 per day including tax—or \$40.00 including tax for the Meeting (ladies \$5.00 and \$20.00 respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for all chits, &c.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Course.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$4.00 per day including tax for all persons, including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1.00 per day including tax. Bookmakers, Tie Tac men, &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead and Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,

Secretary.

ST. STEPHEN'S COLLEGE, STANLEY.

Examination for New Students on Monday, March 2nd, at 9.30 a.m. School re-opens March 3rd.

For prospectus apply Mr. Li Hoi Tung, Messrs Banker, Bank of China Building, or St. Stephen's College, Stanley.

THE HONG KONG CANTON & MACAO STEAMBOAT CO., LTD.

Notice to Shareholders.

The ONE HUNDRED AND ELEVENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 1, Queen's Building, Victoria, Hongkong, on Thursday, 5th March, 1931, at 11 a.m., for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be CLOSED from Friday, 20th February, 1931, to Thursday, 5th March, 1931, both days inclusive, during which period NO transfer of shares can be registered.

By order of the Board of Directors,

JOHN ARNOLD,

Secretary.

Hongkong, 6th February, 1931.

MASSEUR R. SHIMIDZU.

Recommended for many years of Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.

24, Wymouth Street Tel. 24948.

MESSAGE HALL

MRS S. UZUNOV.

Expert Masseuse

87, Queen's Road C., 2nd floor.

CHURCH NOTICES.

To-morrow the Second Sunday in Lent.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, 1st March, 1931. Second Sunday in Lent. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Administration of Confirmation 11 a.m. Preacher: The Bishop of Victoria. Evensong 6 p.m. Lecture Service 6.30 p.m. Speaker:—Rev. H. V. Koop. Subject: "Are Betting and Gambling Christian?" Discussion in Cathedral Hall after the Lecture.

Union Church, Kennedy Road. Sunday, 1st March, 1931. Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher: Rev. E. G. Powell. Sunday Schools, Kennedy Road, 10 a.m. Talkoo 3 p.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Christ Jesus." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon. 1st March, 1931. Second Sunday in Lent. 8.15 a.m. Holy Communion. 10 a.m. Primary Sunday School, Young People's Service, Bible Class for Boys and Young Men. 11 a.m. Morning Prayer and Sermon. Preacher: The Vicar. Subject: "The Nature of Forgiveness." 12.15 p.m. Choral Communion. 2.45 p.m. Intermediate and Senior Sunday School. 6.00 p.m. Evening Prayer and Sermon. Preacher: Rev. E. A. Armstrong. Subject: "If Christ Came, What Would He Think of our Scientific Achievements?" Study Service on Wednesday at 6 p.m. Rev. H. V. Koop, will speak on Studdert Kennedy, the Irishman who became famous as "Woodbine Willie." Soldier, prophet, poet and social reformer.

HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall, Hongkong, on Saturday, the 28th February 1931, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1930.

The Register of Shares of the Corporation will be closed from Monday, the 16th February, to Saturday, the 28th February, 1931, (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors,

V. M. GRAYBURN,

Chief Manager.

Hongkong, 9th February, 1931.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that the Forty-second Ordinary Yearly Meeting will be held at the Company's Offices, P. and O. Building, on Wednesday, 18th March, 1931, at 11 a.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1930 and electing Directors and Auditors.

The Register of Members of the Company will be closed from 5th March, 1931 to 18th March, 1931, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., LTD.,

Agents.

NOTICE.

The Exchange Banks will be open at 9.30 a.m. and will close at 12 noon, for the transaction of Public Business on Monday, Tuesday and Wednesday, the 2nd, 3rd and 4th March (Race Meeting).

Hongkong, 26th February, 1931.

NEW POSTAL RATES.

REVISED CHARGES STILL BEING CONSIDERED.

Increased postage rates to bring the postal revenue up to the figure mentioned by Mr. Hallifax (Colonial Secretary) at the Legislative Council meeting on Thursday are still under consideration by the Government. Mr. Hallifax stated yesterday that the actual figures had not yet definitely been decided on, but an early announcement would be made. The increases will be sufficient to bring postal revenue up by \$166,000.

When the new rates are announced, it will probably be found that the Siberian route rate to Home will be more than the Suez rate. It is understood that this question was discussed at length when the last increase in postal rates was made in August last year, owing to the additional expense of the Siberian route.

There is not likely to be any change in the local and China rate and the cost for letters to the United Kingdom via Suez may be in the neighborhood of 12 cents. The British Empire rate has always been the same as the Home rate, and will probably be similarly increased.

It is conjectured that the foreign rate will be in the vicinity of 20 cents, and the Siberian route, perhaps the same or a few cents less.

The new rates will most likely come into force as from April 1. Parcel charges are being similarly revised.

NOTICE.

We wish to announce that as from 1st March, 1931, our offices will be located in The Chartered Bank Building, 1st floor.

THE FAR EAST AVIATION COMPANY LIMITED.

THE HONGKONG JOCKEY CLUB.

Annual Race Meeting 1931.

THE TIFFIN INTERVAL on the last four days will be taken after the fifth race on each day.

By Order,

C. B. BROWN,

Secretary.

Hongkong, 26th February, 1931.

APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, LONDON and STRAITS.

The Steamship.

"BENVIRACKIE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th March 1931, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 21st March 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th March 1931, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 28th February, 1931.

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.

ESTABLISHED A. D. 1930.

Telephone: 20515.

HING LUNG ST.

CREDIT FONCIER D'EXTREME ORIENT.

Mortgage Bank & Estate Agents.

"PEAK MANSIONS"

Prince Edward Road, Kowloon.

Detached and Semi-detached villas. Modern construction with garage.

"Camboy Buildings" Flats with modern conveniences.

POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and South America are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	Per	Due
Japan	Tijikaranga	February 28.
Shanghai and Swatow	Sinkiang	February 28.
Japan	Hieiyo Maru	February 28.
Shanghai, Amoy and Europe via Siberia (London, 9th Feb.)	Tijikaranga	March 1.
Japan	Chichibu Maru	March 1.
Cebu and Straits	Hosang	March 2.
Manila	Pres. Lincoln	March 2.
Batavia	Tijikaranga	March 3.
Straits	Cremer	March 3.
Japan and Shanghai	Chenonceaux	March 3.
Australia and Manila	St. Albans	March 4.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 6th Feb.)	Pres. Van Duren	March 7.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 10th Feb.)	Pres. Madison	March 9.

OUTWARD MAILS.

For	Date and Time
Shanghai and *Europe via Siberia	Zosma Sat, Feb. 28, 4 p.m.
Manila	Pres. Cleveland Sat, Feb. 28, 4.30 p.m.
Salon	Halvard Sat, Feb. 28, 5 p.m.
Holhow, Pakhoi and Halphong	Chang Kiang Sun, Mar. 1, 8.30 a.m.
Swatow, Amoy and Formosa	Canton Maru Sun, Mar. 1, 9 a.m.
Swatow	Hydrangea Mon, Mar. 2, 3 p.m.
Japan, Canada, U.S.A., Central and South America and *Europe via Victoria B. C.	Pres. Lincoln Mon, Mar. 2.
	Parcels 3 p.m.
	Registration 4.15 p.m.
	Letters 5 p.m.
	(Due Victoria B. C. 20th March.)
Shanghai and *Europe via Siberia	Pres. Lincoln Mon, Mar. 2.
	Registration 5 p.m.
	Letters 6 p.m.
Manila and Java via Sourabaya	Tijikaranga Tues, Mar. 3, 9.30 a.m.
Holhow and Bangkok	Kiangsu Tues, Mar. 3, 10.30 a.m.
Salon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Chenonceaux Tues, Mar. 3.
	K.P.O. 10 a.m.
	Letters 1 p.m.
	G.P.O. 12.45 p.m.
	Letters 1.30 p.m.
	(Due Marseilles 3rd April.)
Swatow, Amoy and Foochow	Haiyang Tues, Mar. 3, 1.00 p.m.
Fort Bayard, Holhow, Pakhoi and Halphong	Tonkin Tues, Mar. 3, 1.30 p.m.
Straits, *Egypt and *Europe via Marseilles	Menelaus Tues, Mar. 3, 2 p.m.
	(Due Marseilles 3rd April.)
Swatow and Amoy	Cremer Tues, Mar. 3, 3.30 p.m.
Amoy	Hosang Tues, Mar. 3, 5 p.m.
Shanghai, *Japan, Honolulu, *U.S.A., *Canada, *Central and *South America and *Europe via San Francisco and *Europe via Siberia	Chichibu Maru Wed, Mar. 4.
	Registration Mar. 3, 5 p.m.
	Letters Mar. 4, 8.30 a.m.
	(Due San Francisco 26th March.)

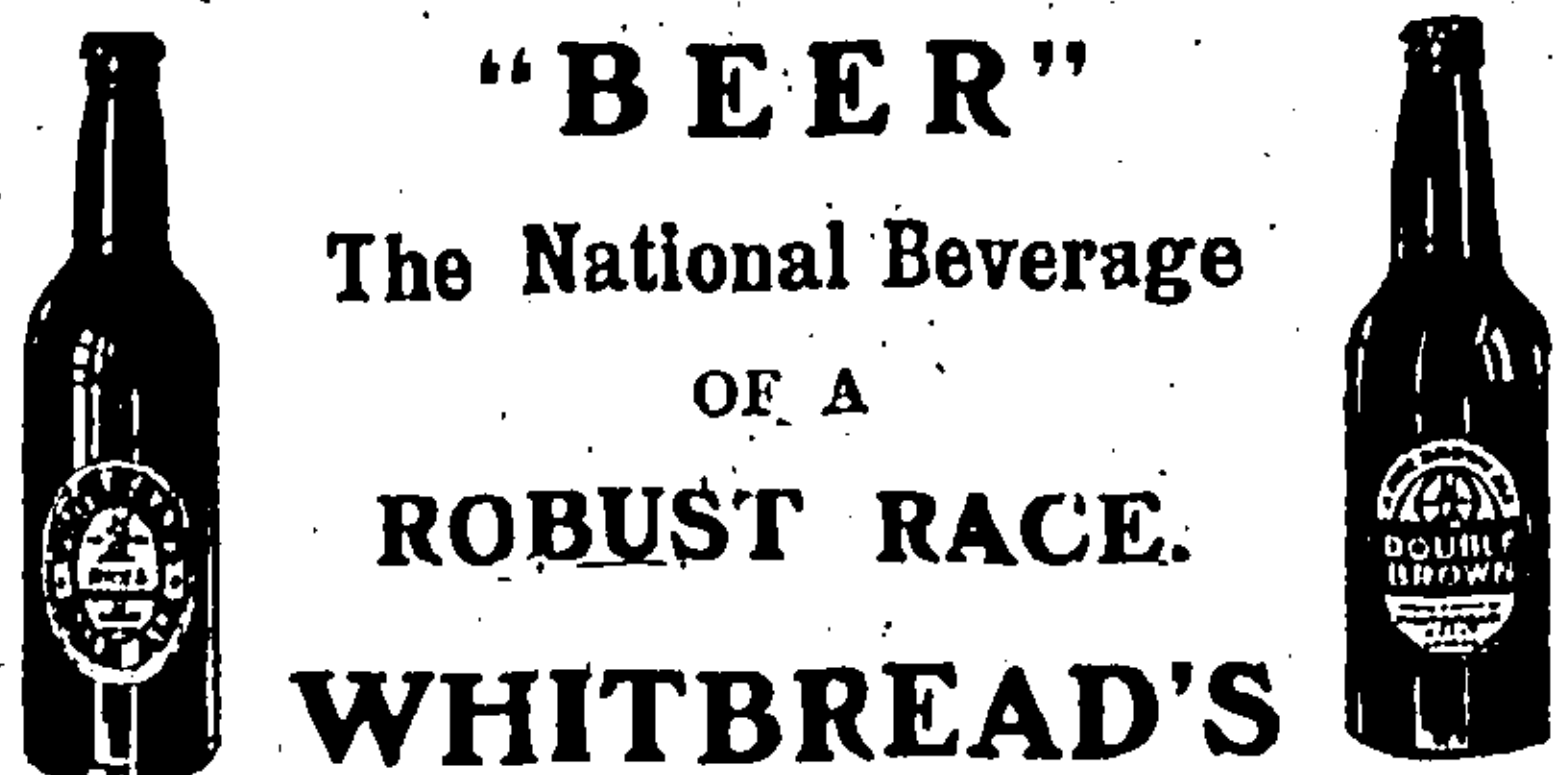
*Superscribed Correspondence only.

CINEMA NOTES.

A BRITISH TRIUMPH AT THE QUEEN'S.

CALL EARLY FOR BEST CHOICE.
TAJMAHAL SILK STORE
 5, WYNDHAM STREET-5

By Blogger



PALE ALE & DOUBLE BROWN ALE

"The Real Home-Side Stuff"!

Sole Agents:

A. S. WATSON & Co., Ltd.

NOW ON SALE

The New VICTOR RECORDS

FOR
FEBRUARY.

S. MOUTRIE CO., LTD.

Chater Road.

VALUE AND PRICE

ARE VERY DIFFERENT THINGS. IT IS EASY TO GET THE PRICE OF AN ARTICLE, BUT QUITE A DIFFERENT MATTER TO KNOW SOMETHING ABOUT ITS VALUE.

WE DO NOT SUGGEST THAT NO NOTICE BE TAKEN OF PRICE, BUT IT IS CERTAINLY UNWISE TO TAKE NOTICE OF IT AT THE EXPENSE OF QUALITY.

THERE ARE NOT MANY COMMODITIES MORE IMPORTANT IN THIS RESPECT THAN.

UPHOLSTERED FURNITURE

WE ARE JUSTLY PROUD OF OUR SETTEES AND EASY CHAIRS—STOUT WELL MADE HARDWOOD FRAMES, COPPERED STEEL SPRINGS, FINE CLEAN STUFFINGS

EXCELLENCE INDEED!!

CALL AND SEE THE ACTUAL WORK IN PROGRESS AND YOU WILL THEN SEE THE HONEST INTERIORS.

LANE, CRAWFORD, LTD.

MOTOR BARGAINS

CHEVROLET 3 TON 6
WHEELER Truck Chassis-
NEW 1930 Model 6 cv. 26.33
h.p. 172" Wheelbase

PRICE \$3,155.

CHEVROLET 2 TON 6 cv.
NEW 1931 MODEL 26.33 h.p.
Truck Chassis 131" W. B. 32x5
Heavy Duty Tires Rear and
Spare

PRICE \$2,800.

CHEVROLET 1½ TON DUMP
TRUCK without Cab-NEW
1930 Model 6 cylinder 26.33
h.p. 131" Wheelbase

PRICE \$2,750.

THE HONGKONG HOTEL GARAGE.

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
25, Queen's Road C. and Stables Road.

ACKNOWLEDGMENT.

Mrs. C. Schroeter and family
sincerely thank all friends who
have sent floral tributes to the
funeral of Mr. C. Schroeter on
25th February.

The Hongkong Telegraph.

SATURDAY, FEB. 28, 1931.

COLONY'S TRANSPORT.

As was to be expected, the old controversy of trams versus buses was revived at the annual meeting of Hongkong Tramways, Ltd., yesterday. Some good points were made in defence of trams in the course of the Chairman's speech, especially in regard to their undoubted ability to handle huge crowds expeditiously and, what is of equal importance, to provide efficient service at a remarkably low fare. We can agree, also, with the contention that to substitute trams by buses in Hongkong would involve a hardship on those to whom cheapness of travel is essential. On the question of congestion, Mr. John Arnott, M.P., in a recent article in the *Yorkshire Post*, put the position tersely when he pointed out that with trams, motor lorries and motor omnibuses operating in narrow streets, congestion is bound to result, but such congestion is due to the development of traffic in roads too narrow to carry it; the substitution of motor buses for tramcars would not improve matters. There is no call at the moment to go further into this matter of trams versus buses, since we know of no intention of developing the one type of service in Hongkong to the exclusion of the other. The plain fact would appear to be that there is room in the Colony for both trams and buses; each have their particular sphere of service to the community.

Of more immediate interest than this well-worn controversy was the suggestion put forward at yesterday's meeting that the time has come for unified control of Kowloon's road transport problem under one management. We recalled, of course, that the submission put forward partakes of something in the nature of special pleading from the fact that the Tramway Company's subsidiary concern across the harbour has been operated at a loss. That fact, however, should not rule out the proposal if it can be shown that it would be to the benefit of the public to make the change. It is to be regretted that this aspect of the matter was not further developed by Mr. Stewart yesterday. Reference was made to reckless competition and duplication

of services, but in these respects the position must be admitted to have immensely improved as compared with the times when the bus companies were largely left to their own devices and little control was exercised over them. The allocation of routes and the laying down of regular time-tables have brought about a distinct betterment in the service provided, whilst the type of vehicle has also been greatly improved. However, we have to bear in mind the fact that the tendency of the times in modern centres is against competitive services. A noteworthy example is London. One would have imagined that there was very little room for an improvement of the bus services of the Metropolis, but that big advantages are expected from unified control is obvious from the fact that a big scheme along these lines is to be put into effect in the near future. It is unfortunate for the Tramway Company that its routes in Kowloon are not the most remunerative, and this may be a factor in the expressed desire for unified control, in which, presumably, the Tramway Company would be interested. Conceivably, the Company could make out a good case, on the basis of justice, for some rearrangement of the present system. But, as we say, the question was not developed to any extent at yesterday's meeting.

One point put forward was that any Company securing a franchise for the Kowloon services should have the option of utilising the types of vehicles best suited to particular needs. In this connexion, we were greatly interested in the reference to trolley-buses, which possess certain advantages over both trams and ordinary motor buses. As was pointed out by the Royal Commission on Transport, they are simple and easy of control, fixed rails disappear, they can draw up at the kerb to get down and pick up passengers with safety, they are relieved of the expense of road maintenance, they are not so liable to mechanical breakdowns as buses, and they are probably the most silent of all public service road vehicles. Presumably also they can provide cheaper transport than motor buses under certain conditions. These points suggest that there might well be a place for the trolley-bus on the Kowloon side. In any event, the whole question of the Kowloon services might with advantage be investigated by the Government, with a view to seeing what improvements, if any, are called for, especially from the standpoint put forward by the Tramway Company. Nothing would be lost, and possibly much gained, by an analysis of the whole position.

Britain's Interest in Silver.

The relation between the depreciation of silver values and the appalling figures of British trade losses in Hongkong and China will doubtless form an important feature of the Report which the British Economic Mission will present to the British Government on their return to England. Judging by the public speeches of the members, however, it is to be doubted whether sufficient study has been devoted to this aspect of the problem. In our view, the silver slump must not be employed merely as an explanation of loss of trade; it must be made the subject of very strong recommendations. Mr. Snowden appears to have a reasonably clear grasp of the nature of the silver catastrophe, but we feel sure that he could not adopt his present matter-of-fact attitude were it brought home clearly how seriously the artificial depression will hit British industry, not now, but in the future. The longer the depression of silver persists, the less prospect will there be of Britain ever getting back into the China market. The damage done might be remedied if early action is taken. If silver is to be allowed to adjust itself, the time has come for Britain to search for other markets. The situation at present is that wages in China will not rise for a very long time

DAY BY DAY

REASON, UNCORRECTED BY INSTINCT, IS AS BAD AS INSTINCT UNCORRECTED BY REASON.—Samuel Butler.

His Excellency the Governor has appointed Mr. F. A. Hopkins to be Assistant Superintendent of Prisons.

The Gazette notifies that Mr. A. E. Wood resumed duty as Secretary for Chinese Affairs, with effect from the 21st instant.

The Sincere Co., Ltd., announce that their stores will be closed for stock-taking to-morrow and will re-open on Monday, March 2nd.

The King's Exequatur empowering Mr. M. J. van Schreven to act as Vice-Counsel for the Netherlands at Hongkong, has received His Majesty's signature.

A bankruptcy notification states that the dividend of \$10 per cent. has been declared in the case of Hau Pak-yau, alias Ah Hau, of the Dragon Motor Car Company.

Fatally injured by a fall from the first floor of No. 31, Cheung On Street, Lwe Hong, a Telephone Company workman, died in hospital yesterday shortly after admission.

A Chinese was sent to hospital from Wai-ching Street yesterday, where he suffered injuries through being struck by a bamboo drying pole dropping from an upper floor verandah.

Knocked down by a private car (No. 884), an elderly Chinese woman was admitted to hospital, where she died yesterday. The accident occurred in Kennedy Street, a report being made the driver.

In proportion to the fall in silver, Britain, and all gold-using countries, instead of taking effective measures to meet this competition of cheap labour, are virtually subsidising it by boycotting the standard by which it is paid. After this has gone on for a little while, all the time stimulating of China's industrial expansion—and it is going on to an almost unbelievable extent—where is work to be found for the mills which were built to supply the Eastern market? Japan, we may agree, dominates the position at the moment, but China's tariff policy, and the notable increase in imports of machinery into China recently, bespeaks the time when China will be cutting out Japan, and perhaps sending goods abroad to compete with British products in other fields. The stabilisation of Hongkong's dollar would make no difference to such a situation, neither helping or hindering; the adoption of a gold standard by China might provide a temporary check. In the meantime, it is Britain's bounden duty to strive her utmost to restore the Chinese workman's purchasing power by forcing up, in all ways possible, the price of silver. The first step, a mere palliative, but something to start the ball rolling, would be to call in British-debased silver coins and to re-issue them in sterling silver. The operation could not be carried out at a more favourable time seeing that the price of silver has depreciated 80 per cent. since the debasement was effected in 1920.

The boy smiled up at him. "I like 'chap.' I don't like Albert. Let's—let's go for a ride on the camel, old chap?"

"Wal—" began Albert dubiously.

When, just at that moment, round the bend of the terrace, appeared the most beautiful girl he had ever seen. She was small and dainty, with a large floppy hat, and very high-heeled patent shoes. As she came closer, he noticed that her eyes were a clear shining blue, which seemed to dance out of her face, and when she smiled she displayed a flash of white even teeth.

"Mums," shouted the small boy, rushing at her. "Come and look what I've found. It's Albert."

The little chap's mother held out her arms—"My precious!" Then, looking up, she noticed Albert leaning awkwardly against the wall, fumbling at his cap, and she smiled enchantingly up at him.

"Have you been looking after him?" That was nice of you. He often runs off like that, and I was just beginning to feel nervous."

Albert was transfixed. His eyes assumed that loose, disjointed expression, characteristic of him. "But Mums, darling, Albert—I mean, old chap an' me were just going on the camel, and he says he knows a man who—"

A flicker of amusement hovered in Mrs. Steele's very blue eyes, as she shook a speck of dust off her coat. "I'm afraid not now, dear. I've promised we'll meet Auntie Edith for tea and we must go right away."



"Of course I wouldn't be telling you this if you wasn't just like one of the family and if he wasn't my own daughter-in-law."

ESME SCOTT HARSTON on

ANGLES.

"I'm tired of monkeys. Let's go to the reptile house," said the small boy, seizing the man's hand impulsively.

"Right-ch'a, litt'un."

People stared curiously at the very long thin man, with his shabby clothes and anaemic face, and the sturdy fair-haired youngster, as they walked hand in hand round the Zoo.

"What's your name, please?" asked the small boy.

"Wal—supposin' yer jist calls me h'Albert, little chap."

"Oh—oh, Albert, look at that giraffe!"

Albert was beginning to feel vaguely worried. He had made a very special appointment for this afternoon, to meet Millie Higgins, the daughter of one of the keepers. "Near the elephants, Albert, and fer 'eaven's sake I won't be kept waitin'." Jimminy, that was some gal, had her eye on what was proper, and time an' things like that, all right.

Then the problem occurred. Albert looked down at his companion helplessly. What was his folks doin' lettin' the little chap run aroun' like this?

"Hey, wot did-er say yer ma was wearin'?"

"I don't know, Albert. She said I could run around for a bit, and then I got lost and—" His round eager face was unconcerned.

"Hey, y'know—lil' chap—maybe she'll be worryin' for yer!"

Albert glanced at his watch. It was ten minutes to four. He had arranged to meet Millie at the hour.

The boy smiled up at him. "I like 'chap.' I don't like Albert. Let's—let's go for a ride on the camel, old chap?"

"Wal—" began Albert dubiously.

When, just at that moment, round the bend of the terrace, appeared the most beautiful girl he had ever seen. She was small and dainty, with a large floppy hat, and very high-heeled patent shoes. As she came closer, he noticed that her eyes were a clear shining blue, which seemed to dance out of her face, and when she smiled she displayed a flash of white even teeth.

"Mums," shouted the small boy, rushing at her. "Come and look what I've found. It's Albert."

The little chap's mother held out her arms—"My precious!" Then, looking up, she noticed Albert leaning awkwardly against the wall, fumbling at his cap, and she smiled enchantingly up at him.

"Have you been looking after him?" That was nice of you. He often runs off like that, and I was just beginning to feel nervous."

Albert was transfixed. His eyes assumed that loose, disjointed expression, characteristic of him. "But Mums, darling, Albert—I mean, old chap an' me were just going on the camel, and he says he knows a man who—"

A flicker of amusement hovered in Mrs. Steele's very blue eyes, as she shook a speck of dust off her coat. "I'm afraid not now, dear. I've promised we'll meet Auntie Edith for tea and we must go right away."

She looked at Albert again. "Thank you so much. It was kind—"

Tears sprang in the little boy's eyes. "But Mums—Albert and me—"

"Come along, dear. Don't be such a nuisance," and firmly taking his hand, she turned and walked away.

But still Albert stood there, and his gaze followed them until they had vanished round the bend, and still Mrs. Steele's blue amused eyes seemed to be gazing up at him, and a faint perfume clung suggestively in the air. He could not remember ever seeing anything so lovely. His mind was dazed. "An' fancy her bein' the lil' chap's mother an' all."

With a sigh, he roused himself from his trance, and slowly paced back under the archway. Almost within sight of the elephant house, he stopped and shook his long, loose frame impatiently. No—Millie could wait. He didn't feel sort of sociable now.

"Hey—h'Albert—h'Albert—watcher doin' h'anyway, it's past four—an' 'ere I've been waitin' all this time, and it's a shame—"

Albert swung round angrily. "What—oh it's you, Millie!"

"Yus o'course—didn't she know?"

"Wal—oh, crickey, let's go to the monkey house."

NORMAN R. COLLINS tells

How to Be 100.

IN the same week, Dr. Gueniot, of Paris, has told mankind how to live to be a hundred, and an inmate of Leicester Institution has died at the age of 104, complaining bitterly that he was alone and friendless, having outlived all his contemporaries.

That sort of thing makes it extremely difficult for the rest of us to know what to do. Few men want to die. But fewer want to be alone and friendless.

And though it is comparatively easy to keep a friend it is comparatively difficult, judging by the disclosures of successful centenarians, to keep alive. It calls for as much self-denial to become a centenarian as to become a saint. Eating and drinking, it appears, are far more dangerous and deadly than we in our nursery days ever suspected. And to lie in bed, Dr. Gueniot assures us, is merely to accelerate death.

Only, in fact, by avoiding all the comforts of human existence can man mean his portion of life across a full century.

The recipes for longevity are diverse and mostly unpleasant. They range from mere abstinence from tobacco and alcohol to 30-mile walks and a diet of nuts. And they are all of them right.

For in this world someone can always be found to support anything. Zoro Aga, the 160-year-old Turkish porter, for instance, had never touched tobacco or alcohol in his life and a half. He was immediately pounced upon by the Prohibitionists and exhibited, just as Captain James Smith, of Philadelphia, who lived to be 124 and was a ferocious walker and smoker (30 miles and 25 cigars a day at 50), was heralded by the peripatetic school.

Blouters in Coffee.

The bit about nuts, I confess, was a little fiction of my own. But I am reminded of how dangerous it is for fiction to compete with fact by the Adriatic lady who survived well into her second century on a fare of smoked herrings dipped in strong black coffee.

Marriage, they say, puts years on a man; and this not in a purely humorous sense. Married men actually do live longer than bachelors. It is not, as has been held, that it merely seems longer. In support of this, one might even call Zoro Aga again, since he has been married 121 times. But perhaps Zoro Aga should really be called on the side of another powerful school that claims that a hobby is the best medicine against death.

I am sometimes surprised by my nonchalance in the face of the final dissolution. A millionaire, I am told, has a greater chance of long life than other men. But quite frankly I doubt it. I shall over-leave my present job and become a millionaire. I may do, but I am sceptical.

RECONSTRUCTION
OF LONDON.BOLD SCHEME TO REBUILD
THE METROPOLIS.

TALL, AIRY BUILDINGS.

Will the time come when the heart of the City of London will be as free from traffic as it was centuries ago?

Major H. E. Crawford, a member of the Royal Commission on Transport, thinks so. He also thinks that London will very largely, have to be rebuilt, as the only way to solve the traffic problem.

Major Crawford, who was formerly a Liberal M.P., has made a life-long study of the traffic problem of London and other great cities.

He has the whole scheme mapped out. It is an ambitious and far-reaching one, and would take perhaps 50 years to complete, but once the changes had been effected there would be no more traffic chaos. Such is the Major's conviction.

By-passing The City.

This, in outline, is Major Crawford's plan:

To make all "improvements" in roads and buildings serve the cause of traffic reform;

To widen streets wherever possible;

To by-pass the City; and other great traffic centres;

To ban vehicular traffic completely from the one-third-square mile of the heart of the City.

"Imagine," the author of this revolutionary plan said, "the delays that are caused to transport of goods from the rapidly-developing industrial centres of Middlesex to the other side of London."

"Imagine the mile-long queues of lorries waiting to enter the docks, the impossibility of executing an urgent errand in a car in many parts of London, and the unhappy lot of working girls who have to travel to their business standing 15 in a carriage. Then you can possibly visualise the immensity of this traffic problem."

"Instead of saying that certain kinds of traffic should not go here or there, we ought to meet the needs of the people and make it possible for the traffic to go where it is wanted."

Where to Start.

"We ought to have in London an authority—it would have to be the London County Council—to co-ordinate the whole thing, and with this the suggested Traffic Advisory Committee would co-operate."

"They would see that every improvement was carried out in relation to a given plan, and that there were proper approaches to railway stations and docks. They would begin where the demand for reform was most urgent—where congestion was greatest."

"The Elephant and Castle, Hammersmith, Broadway, Finsbury Park Station, Camden Town Station, and Tottenham Court-road, I think, ought to be tackled first, and then Oxford-street (from beginning to end a source of constant congestion) ought to be by-passed, leaving the present street to its fate."

"Then the City could be by-passed, for most of the traffic in that area is not destined for the City at all, but is merely passing through. Cannon-street must be widened."

Forbidden Area.

"A great new, wide avenue ought to run from somewhere about Holborn Viaduct, crossing Smithfield and Barbican and running north of Liverpool-street Station."

"I can well visualise, in time to come, all vehicular traffic in the heart of the City—the third of a mile around the Bank—being forbidden except such traffic as is actually destined for buildings to that area."

"How much would all this cost? Well, Kingsway, that great, broad thoroughfare, cost nothing, because land was acquired and the whole thing was done on a business basis. The same could be done with all these schemes, and there would be a huge public gain."

"The narrow lanes in many parts of London, which cannot be used for traffic, should go, and the new buildings could be higher, lighter and airier because they would be set further apart."

Begin at Once.

"All this would take time. But we have to do it gradually, and to make little improvements when and where we can—and they ought to begin at once."

Major Crawford's plans formed part of the report of the Transport Commission, which was presented to the Government recently.

The annual meeting of the Ladies' Committee of the Cheero Club (Naval and Military Y.M.C.A.) will be held at the Cheero Club, City Hall, on Monday, March 9, at 11 a.m. All interested are invited to attend.

THE VOLUNTEERS.

CORPS ORDERS FOR THE
COMING WEEK.

No. 9/31.—Hongkong Volunteer Defence Corps orders by Lieut.-Colonel L. G. Bird, D.S.O., O.B.E., commanding:

Hongkong, Feb. 27.

Parades.

(a) Corps Band. 1. The Band will parade Headquarters on Monday, March 2, at 5.30 p.m. for Band Practice.

2. The Band will parade at Headquarters on Friday, March 6, at 5.30 p.m. for March Practice with the Portuguese Company.

Dress.—Muffs.

Parade is essential.

(b) Battery. There will be a parade for the whole Battery at Headquarters at 5.30 p.m. on Thursday, March 6.

(c) Engineer Company. 1. There will be no miniature range shoot on Monday, March 2.

2. Classification practices will be fired on Sunday, March 22 and not on March 1, as shown in last week's Orders.

The Company will parade on Monday, March 9, at 5.30 p.m. at Headquarters for practice for the G.O.C.'s Inspection.

Dress.—Muffs with belts and sidearms.

(d) Corps Signals. Parades will be held at Headquarters at 5.30 p.m. on Tuesday, March 3, and Friday, March 6.

(e) Machine Gun Troop. Parade at Headquarters at 5.30 p.m. on Thursday, March 6.

(f) Armoured Car Company. 1. Car Section. There will be no parade on Monday, March 2.

2. Motor Cycle Section. There will be no parade on Monday, March 2.

(g) Machine Gun Company. 1. There will be no parade on Tuesday, March 3.

2. Musketry. Next meeting of the Company Rifle Club will be on the Peak Range on Sunday, March 8, for individual, Spoon Shoot and Inter-section Cup.

Range Officer.—Lieut. J. F. Wright.

(h) Scottish Company. 1. Parades. Thursday, March 5 for arms drill. No. 7 Platoon at Headquarters at 5.30 p.m. under Captain H. R. Forsyth.

No. 6 Platoon at Kowloon Dock under Lieut. G. Duncan, M.B.E.

Belts and sidearms will be worn.

2. Musketry. Stonecutters Range has been allotted to the Company on March 8. Details of practice will be issued later.

(i) Portuguese Company. 1. The Company will parade at Headquarters on Friday, March 6, at 5.30 p.m. for Arms and Post Drill and marching practice with the Corps Band. This is a most essential parade.

Dress.—Muffs, Belts and Sidearms and Rifles.

2. No. 12A Platoon will proceed to Stonecutters Range on Sunday, March 22, for firing practice. Details will be issued later.

3. The Company will furnish a Guard of Honour at the Cathedral on Sunday, March 1 at 4.30 p.m.

The Guard will be detailed by the C.S.M.

Dress.—Boots, Putties, Hose-tops, Shorts, Tunic and Helmet. Belts and Sidearms.

The Guard will parade at Corps Headquarters at 4 p.m. sharp.

Annual Inspection.

The General Officer Commanding will inspect the Corps at 6 p.m. on Tuesday, March 31.

Hongkong Area Small Arms Meeting. This will take place at Kowloon Range on March 24 and 25.

Match No. 11, The Machine Gun Match will be fired at Lyemian on Sunday, March 22.

Programmes have been issued to all Officers Commanding Units. Struck Off The Strength.

Left the Colony.

No. 1173 L/Cpl. M. G. Mills, Armoured Car Company, Car Section as from 30. 1. 31.

Strength.

The following have been taken on Corps Strength:

No. 1081, Pte. R. M. Pearce, Exchange Building, A. Car Coy., M. Cycle Sec., 23.2.31.

No. 1082, Pte. G. C. Moutrie, H.K. and Shanghai Bank, No. 8 Platoon, 24.2.31.

Leave.

Lieut. D. M. Richard, No. 2 Platoon, granted 10 months' leave from 1.3.31 to 1.1.32.

No. 1403, Cpl. J. Barnes, Corps Signals, granted one month's leave from 1.3.31 to 31.3.31.

No. 1092 L/Cpl. T. Seddon, No. 2 Platoon, granted 12 months' leave from 1.3.31 to 29.2.32.

No. 1618 Pte. H. A. de B. Botelho, No. 12A Platoon, granted 12 months' leave from 20.2.31 to 20.2.32.

(Sgt.) W. H. G. Goater, C.A.T.A., Adjutant, H.K.Y.D.C.

A DECORATION.

PRESENTED AT GOVERNMENT
HOUSE.

At Government House yesterday, His Excellency the Governor, on behalf of H. M. the King, presented to Mr. T. J. Harrington, British Consul General at Manila, the insignia of a C.M.G.

Mr. Harrington was supported by the Hon. Mr. E. R. Hallifax, C.M.G., and Mr. H. Phillips, C.M.G., Consul-General at Canton. Members of the Executive Council and a few personal friends were present at the ceremony.

TO-DAY'S RACING
PROSPECTS.GGOD SPORT PROMISED AT
THE VALLEY.

[By "Ringtail."]

Happy Valley will be the centre of attraction this afternoon, when the Hongkong Jockey Club's Spring Meeting opens. An excellent programme of nine events will be decided, and, from all reports, we ought to see some interesting racing.

Griffins, subscription, griffins, Australian ponies and old ponies will be included amongst the day's runners, and although the griffin class is not so well represented this year, I can assure patrons that they will see some of the best racing ever held on the local course.

Amongst the subs. there is nothing of outstanding class, a fact which will make for better finishes, as most of the ponies have equal chances, judged by the form displayed to date.

Some very good class animals are included in the old pony list, and here we shall probably see all our local cracks, in addition to the champions from the North.

For the first time for very many years, we shall see some real Australian gallopers in action, and race fans are anxiously waiting to see the result of the latest importations. Many are inclined to the belief that we shall have many more next year if they stand the test of their present engagements.

It has been a very difficult job to collect information as to the races in which the various ponies will start, but I hope I have secured enough to give followers a start in the right direction. My selections are:

1st Race.

Mr. Chung's mount.
Sultry Eve.
Ploughman.

2nd Race.

Nationalist II.
Majestic Hall.
Royal Flush.

3rd Race.

Valorous.
Champagne Bay.
Tiana.

4th Race.

Tanney.
Azalea Leaf.
Duke of Brittany.

5th Race.

Kilrea.
Woodland Stag.
Wattle.

6th Race.

Diana Bay.
Sitting Bull.
Vasylock.

7th Race.

Apollo.
Helman.
Glencroft.

8th Race.

Fortune Bay.
King's Justice.
Wonderful Star.

9th Race.

Bridge Hall.
Tango.
Tonbridge.

POLICE TO MEET IN
SPORTS.SHANGHAI CONTINGENT FOR
HONGKONG.

An interesting tournament, which includes football, golf, tennis, and revolver shooting, is being looked forward to by the sporting members of the Hongkong Police Force as the result of the forthcoming visit of members of the Shanghai Municipal Force.

Interest is centred first on two football matches which have been arranged, one being between the respective Forces on the Hongkong Football Club ground on March 12, to commence at 4.15 p.m., and the other between the visitors and the South China Athletic Association on Sunday, March 15, at Caroline Hill, kick-off at 4 p.m.

On the social side, it has been arranged to hold a smoking concert at the Police Recreation Club on March 12, to be followed by a dinner at the Club on the 16th. An interesting and enjoyable sojourn here has been assured for the visitors, in return for the hospitality extended to a Hongkong Police team which went up to Shanghai two years ago.

Those who remember Miss May Matthews, of Kowloon Dock, will be pleased to hear that she has passed the following exams.—The Imperial Society of Teachers (Cochett) and The Association of Ballroom Dancing. She was also to have danced at the Faculty of Arts, Piccadilly, on February 12th. Miss Matthews was formerly a pupil of Miss Violet Capell.

LOCAL RADIO.

RELAY OF SOCCER GAME
AT KOWLOON.

The radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres to-day is—

4.15 p.m. Running commentary of the football match to be held on the Kowloon Football Club Ground, Kowloon v. South China, by kind permission of the Kowloon Football Club.

5.15 p.m. Chinese Programme.

7.00-11.30 p.m. European Programme of Victor Records kindly supplied by Messrs. Tsang Fook Piano Co.

7.00-8.00 p.m. Variety.

Orchestral-Honolulu Sweetheart Of Mine.

Orchestral-Along Miami Shore.

Hilo Hawaiian Orchestra, 21568.

Chorus-Mr. Hooper Mr. Smith.

Chorus-Sister Sing.

The Happiness Boys, 21607.

Accordion Solo-Haste To The Wedding.

John J. Kimmel, 21596.

Song-The Little Things In Life.

Louis James (Tenor), 22594.

Chorus-Afternoon.

Chorus-Ain't It A Shame.

Utica Institute Jubilee Singers, 21600.

Dialogue-Ballyhooch.

Joseph O'Donnell and Nancy Van, 21592.

Singing With Guitar-Chewing Gum.

I Ain't Goin' To Work To-morrow.

The Carter Family, 21517.

Chorus-Goin' Home.

Chorus-Down South.

Eveready Hour Group, 35823.

Humorous Song-A High Silk Hat and A Walking Cane.

Frank Crumit, 22021.

Chorus-Deep Night.

The Rounders, 22002.

8.00-8.18 p.m. Musical Comedy.

"Hold Everything."

"Follow Thru."

"Whoopee."

"The New Moon."

Victor Light Opera Company, 36970 and 36969.

8.18-8.43 p.m. Orchestral.

Patrie-Overture (Bizet).

New Light Symphony Orchestra, 35970.

Russian Soldiers' Song (Altchuler).

Valse-Serenade (Tschakowsky).

Marche Miniature (Tschakowsky).

Detroit Symphony Orchestra, 68436.

Maytime (Young and Romberg).

Nat Shilkret and The Victor Orchestra, 36930.

Dance-Orchestra (Glazounow).

March Of The Caucasian Chief (Ippolitow-Iwanow).

Philadelphia Symphony Orch., 13436.

8.48-9.20 p.m. Concert Items.

9.00 p.m. Weather Report, Local Times, etc.

Song-Sunshine Song (Grieg).

Lily Isabelle Marsh (Soprano), 4014.

My Lovely Gelin (Munro Arr. Wilson).

Reinold Werrenrath (Baritone), 1443.

Violin Solo-Inter Of The Marionette (Winteritz).

Viola Solo-Polichinelle Serenade (Kreisler).

Fritz Kreisler, 1501.

Song-Old Folks At Home.

Alma Gluck (Soprano), 3006.

Song-Serenade (Dorothy Donnelly and Sigmund Romberg).

Richard Crooks (Tenor), 1478.

String Bass Solo-Valse Miniature (Koussevitzky).

String Bass Solo-Minuet In G (Beethoven).

Serge Koussevitzky, 1476.

9.20-9.30 p.m. Operatic.

Samson and Delilah-Bachchanale (Saint Saens).

Philadelphia Symphony Orch., 6823.

Pagliacci-Chorus Of The Bella-Come On (Leoncavallo).

Metropolitan Opera Chorus, 4028.

Trovatore-Tremble Ye Tyrants (Verdi).

Enrico Caruso (Tenor), 3031.

9.30-11.30 p.m. Dance Programme.

Fox Trot-Crying Myself To Sleep, 22583.

Slow Fox Trot-You're The One I Care For, 22580.

Fox Trot-There Eyes, 22580.

Fox Trot-The Little Things In Life, 21986.

Fox Trot-Sleepy Valley, 22581.

Fox Trot-The Wedding Of The Birds, 22581.

Fox Trot-Baby's Birthday Party, 22582.

Fox Trot-And Then Your Lips Met Mine, 22582.

Fox Trot-You're Simply Delish, 22584.

Fox Trot-My Ideal, 22584.

Fox Trot-It's A Great Life, 22585.

Fox Trot-Don't Forget Me In Your Dream, 22585.

Fox Trot-Sing Something Simple, 22588.

Fox Trot-Lucky Seven, 22529.

Fox Trot-African Serenade, 22529.

Fox Trot-It's Blue Just Thinking Of You, 22041.

Fox Trot-Low Down Rhythm, 22041.

Fox Trot-Gotta Feelin' For You, 21963.

Fox Trot-Underneath The Russian Moon, 21963.

Fox Trot-The One That I Love, 22525.

Fox Trot-Sittin' On A Rainbow, 22525.

Fox Trot-In My Heart It's You, 22046.

Fox Trot-Talk To Me, 22046.

Fox Trot-Daddy Won't You Please Come Home, 22519.

Fox Trot-Why Have You Forgotten Valiki, 22519.

Fox Trot-How Are You To-night In Hawaii, 22505.

Fox Trot-When Your Hair Has Turned To Silver, 22505.

Fox Trot-My Temptation, 22587.

Fox Trot-Mood Indigo, 22587.

Fox Trot-When A Black Man's Blue, 22592.

Fox Trot-Your's And Mine, 22592.

Fox Trot-On A Little Balcony In Spain, 22592.

Fox Trot-If We Never Should Meet Again, 22042.

Fox Trot-Just Another Kiss, 11.30 p.m. Close Down.

SUNDAY'S PROGRAMME.

10.00-11.00 a.m. St. Joseph's Church Morning Service-Sermon-"The Spirit Of Lent" by Rev. G. W. Gallagher.

11.00 a.m. Chinese Programme.

1.30 p.m. Weather Report, Local Time, etc.

2.00 p.m. Close Down.

8.10 p.m. European Programme of H. M. V. and Victor Records kindly

A NEW PO LEUNG
KUK.SUM OF \$130,000 ALREADY
SUBSCRIBED.

A site of over 80,000 square feet in Leighton Hill Road, for a new Po Leung Kuk, has recently been granted by the Government, and a new building is to be erected at a cost of over \$100,000.

This announcement has just been made by the institution, and it is added that work on the new building will be started by the middle of next month. The sum of \$130,000 has already been raised by the energetic Chairman, Mr. Tam Woon-tong, and it is expected that the foundation stone will be laid by His Excellency the Governor.

It was on April 1st, last that Mr. Tam assumed the chairmanship of the institution, and it was in June that an application was made to the Government for the Leighton Hill site. Word has just been received that the grant of land has the approval of the Secretary of State.

Big Subscriptions.

At first it was proposed that this year's Directors should raise half of the sum required, and that the balance should be secured by their successors. But Mr. Tam and his colleagues, having jointly succeeded in raising from various wealthy merchants subscriptions to the amount of \$60,000 went further in dividing to solicit subscriptions from other quarters. Up to yesterday the subscriptions amounted to \$70,000, making a total of \$130,000, including the \$60,000 acquired by the joint work of Mr. Tam and his colleagues.

Of the subscriptions secured by Mr. Tam, \$30,000 was subscribed by Sir Robert Ho Tung, \$10,000 by Madam Lam Fuk-chi, and \$30,000 by a certain European, who promised Mr. Tam the sum on condition that he succeeded in raising subscriptions up to \$100,000.

The photos of these three benefactors will be hung in the hall of the institute.

It is proposed that H. E. the Governor, Sir William Peel, be requested to lay the foundation stone of the institute on a day to be selected between the 15th and the 20th, March.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	123.05 1/2	123.05 1/2
Canton	25.21 1/2	25.21 1/2
Berlin	20.44	20.44
Oslo	18.15 1/2	18.15 1/2
Helsingfors	103 1/2	103 1/2
Buenos Aires	37	37
Athens	375	375
Shanghai	12	12
New York	4.85 3/4	4.85 3/4
Amsterdam	12.11	12.11
Stockholm	18.14 1/2	18.14 1/2
Vienna	34.50 1/2	34.50 1/2
Lisbon	47.00	47.00
Montevideo	35.00	35.00
Hongkong	10 1/2	10 1/2
Brussels	34.84	34.84
Milan	92.78 1/2	92.78 1/2
Copenhagen	18.15 1/2	18.15 1/2
Paris	123.05 1/2	123.05 1/2
Lisbon	108.25	108.25
Rio	4.31/16	4.31/16
Bombay	1.75 1/4	1.75 1/4
Yokohama	20.13/32	20.13/32
Silver (spot)	12.71/16	12.71/16
" (forward)	12 1/2	12 1/2

REDUCTIONof **20%**

OFF ALL

EVENING SHOES

AND

**DARK BROWN
LEATHERS****MARCH****2ND,****3RD,****4TH.**

DEFINITELY FOR 3 DAYS ONLY.

GORDON'S

KAYAMALLY BUILDING.

**Smoke
LA PRUEBA
CIGARS
The Real Manila.**THE PROOF OF THE CIGAR
IS IN THE SMOKING.

PRICES MOST REASONABLE.

Obtainable at

The SINCERE Co., Ltd.
SOLE AGENTS.**FINDLATER'S
TREBLE DIAMOND
PORT.**Only wines bottled from the wood
can be successfully exported.
Here is a careful selection of
the wines now in demand.**Findlater's Palace.** Light & Dry
Findlater's Crown, an excellent Douro wine,
Findlater's Sceptre. Fine medium dry port,
Findlater's Invalid. Full rich and Fruity,
Findlater's Mitre. An excellent tawny wine,
Findlater's Anchor. A fine medium wine of
full ruby colour—exceptional value.

Sole Agents:—

GILMAN & CO., LTD. HONG KONG

A.P.B. 4

TENNIS TOURNEY.**YESTERDAY'S GAMES AT
THE H.K.C.C.**

There were no ties of outstanding importance in the tennis championships yesterday, though progress was made in both the singles and doubles events.

In the former H. N. Chiu, Dr. Valentine and F. H. Kwok were all successful, the two Chinese enjoying comfortable passages.

Capt. E. C. Etherington forced the issue in the final set before admitting defeat to Valentine, but on the whole the tennis failed to excite much enthusiasm.

The most interesting doubles match was that where A. H. Ramjahn and A. H. Madar defeated C. E. Holmes and D. B. Evans. The Indians made a smart recovery after losing the first set to two, and, improving in every subsequent game, eventually ran out winners with less difficulty than was at first indicated.

Noronha and da Rocha, Luk and Luk, and Tsui and Ip were other winners in this event, and H. Owen Hughes advanced a further step in the club championship by the elimination of J. D. Alinger. The scores were:

Open Singles.—H. N. Chiu beat J. M. Morhans 6-1, 6-3; Valentine beat Etherington 6-1, 2-6, 6-3; Kwok beat Humphreys 6-1, 6-0.

Open Doubles.—A. H. Ramjahn and A. H. Madar beat C. E. Holmes and D. B. Evans 2-6, 6-3, 6-3; Ho and Ip beat Chan So and Wong 6-3, 6-3; Noronha and da Rocha beat Nash and Nicholson 6-4, 8-6; Luk and Luk beat Prophet and Forsyth 6-2, 6-2; Tsui and Ip beat Armstrong and Macdon 6-3, 5-7.

Club Singles.—H. Owen Hughes beat J. D. Alinger 6-4, 6-2.

More Exhibitions.

The Hongkong L.T.A. announce that Shimura and Yamaguchi, the leading Japanese doubles tennis players, who arrive in Hongkong from Manila on Monday, have stipulated their desire to appear in exhibition matches, and arrangements have been made for them to give a demonstration on the Hongkong Cricket Club ground on Monday afternoon.

The visitors have recently been taking part in the Olympic Games in the Philippine Islands and they are on their way back to Japan, where they hold a big position in tennis circles.

The local players to oppose them on Monday have not yet been selected, but it is quite probable that Khoo Han-ye, Humphreys and Kung will figure in the exhibition, which starts at 2 p.m.

**THE INTER-VARSITY
ATHLETICS.****LINGNAM STUDENTS COMING
TO HONGKONG.**

By the kind permission of the Committee of the South China Athletic Association, the Inter-University Athletic Meet will be held on their Ground, Caroline Hill, on Saturday and Monday, March 14 and 16, at 1.30 p.m., sharp.

The following entries have been received by the Hon. Secretary, of the Hongkong University Athletic Club from the Lingnam University for the Meet:

100 Metres.—Lau Tung, Philip Chue, Cheung Kun Sheng, Milton Goo.

200 Metres.—Lau Tung, Philip Chue, Cheung Kun Sheng, Lau Wan Chiu.

400 Metres.—Maak Kwok Chan, Ma Chiu Chong, Szeto Kwong, Leung King Ping.

800 Metres.—Wong Shue Pong, Ka Man Cheung, Maak Kwok Chan, Charlie Leung.

1,500 Metres.—Wong Shue Pong, Ka Man Cheung, Charlie Leung.

10,000 Metres.—Ka Man Cheung, Wong Shue Pong.

Long Jump.—Szeto Kwong, Milton Goo, Philip Chue, Cheung Chung Kung.

High Jump.—Leung King Ping, Cheung Wing Yau, Au Wan Yan, Ma Chiu Chong.

H. S. and Jump.—Szeto Kwong, Cheung Chung Kung, Leung King Ping.

Pole Jump.—Au Wan Yan, Lo Kwong Yee, Leung King Ping.

Shot Put.—Milton Goo, Wong Chee Kiong, Kwong Ying Ming.

Disc.—Wong Ying Ming, To Shue Chong, Wong Shue Pong.

Javelin.—Lai Yu Kiu, Szeto Kwong, Milton Goo, Kwong Ying Ming.

Low Hurdles.—Lau Wan Chiu, Lo Koon Yee, Leung King Ping (Reserve).

Low Hurdles.—Leung King Ping, Lau Shuen Ming, Lau Wan Chiu (Reserve).

400 Metres Relay.—Lau Tung, Milton Goo, Philip Chue, Cheung Kun Sheng.

800 Metres Relay.—Lau Wan Chiu, Lau Tung, Philip Chue, Cheung Kun Sheng, Leung King Ping (Reserve).

1,500 Metres Relay.—Maak Kwok Chan, Leung King Ping, Ma Chiu Chong, Szeto Kwong, Lau Wan Chiu (Reserve).

The following new regulation appears in the current issue of the Government Gazette:—“When any permit or licence whatsoever issued by any District Officer in the performance of his duty or office has been lost and it is desired to replace it by the issue of a duplicate, it shall be lawful for any District Officer in the performance of his duty or office, upon being satisfied that the explanation as to the loss is satisfactory, and upon payment of a fee of \$1, in each case, to issue a duplicate of the permit or licence so lost to any person deemed by him to be entitled thereto.”

SHARE PRICES.**TO-DAY'S QUOTATIONS.**

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$217½ ss.
Chartered Bank, \$16½ n.
Mercantile A. and B., \$23½ n.
East Asiatic \$116 b.

Insurances.

Canton Ins., \$1300 s.
Union Ins., \$640 s.
North China Ins., Tls. 160 b.
China Underwriters, \$3.65 b.
Yungtze Ins., \$60 n.
China Fire, \$535 b.
H. K. Fire Ins., \$1305 s.

Shipping.

Douglases, \$28½ s.
H. K. Steamboats, \$26.75 s.
Indo-China, (Det.) \$30 n.
Union Waterboats, \$37 n.

Mining.

Benguets, \$10¼ n.
Kailans, 36/3 n.
Shui Explorations, Tls. 2¼ n.
Raubs 40¼ n.

Docks, etc.

Kowloon Wharves, \$172 ss.
Whampoa Docks, \$30¼ b.
South China Docks \$10 n.
China Providents, \$5.40 b. (old).
Hongkew, Tls. 274 b.
New Engineers, Tls. 5¼ b.
Shanghai Docks, Tls. 110 b.

Cottons.

Ewo Cotton, Tls. 15.95 n.
Shai Cotton Tls. 103 (old) n.

Lands, Hotels, etc.

H. and S. Hotels, \$13 b.
H. K. Land, \$85 b.
Shai Land Tls. 410 b.
Humphreys, \$16.50 b. Div.
Realities, \$9.65 b.

Public Utilities.

Tramways, \$17.70 xdiv.
Peak Tram, (old) \$14¼ n.
Star-Ferries, \$88¼ b.
China Lights, (old) \$24.85 b.
H. K. Electric, \$79¾ b.
Telephones, \$12 b.
China Buses, Tls. 19 n.
Singapore Traction, 6/6 s.

Industrials.

China Sugars, 80 cts. n.
Malabons \$56 b.
Canton Tea, \$3.40 s.
Cement (Comb.) \$16.60 b.
Ropes, \$14.10 b.
Venz: Goldfields \$3.60 b.

Stores, etc.

Dairy Farms, \$26.10 b.
Watson, \$13.40 s.
Der A. Wings, \$1 n.
Lane Crawfords, \$3.90 b.
Mackintosh, \$20 n.
Sinceres, \$13¼ n.

Miscellaneous.

Amusements, \$26¼ n.
Constructions, \$5.20 n.
B'que Ind. G. Bonds, \$69 ½ ss.
H.K.G. Loan 7½ Prem.

BOXING.**CITY HALL**

Thursday, 5th March, 1931,
at 9.15 p.m.

MAIN EVENT

Middle-Weight Championship
of the Colony

"JOCK" CRICHTON

(SHANGHAI)

Welter-Weight Champion
of the Colony

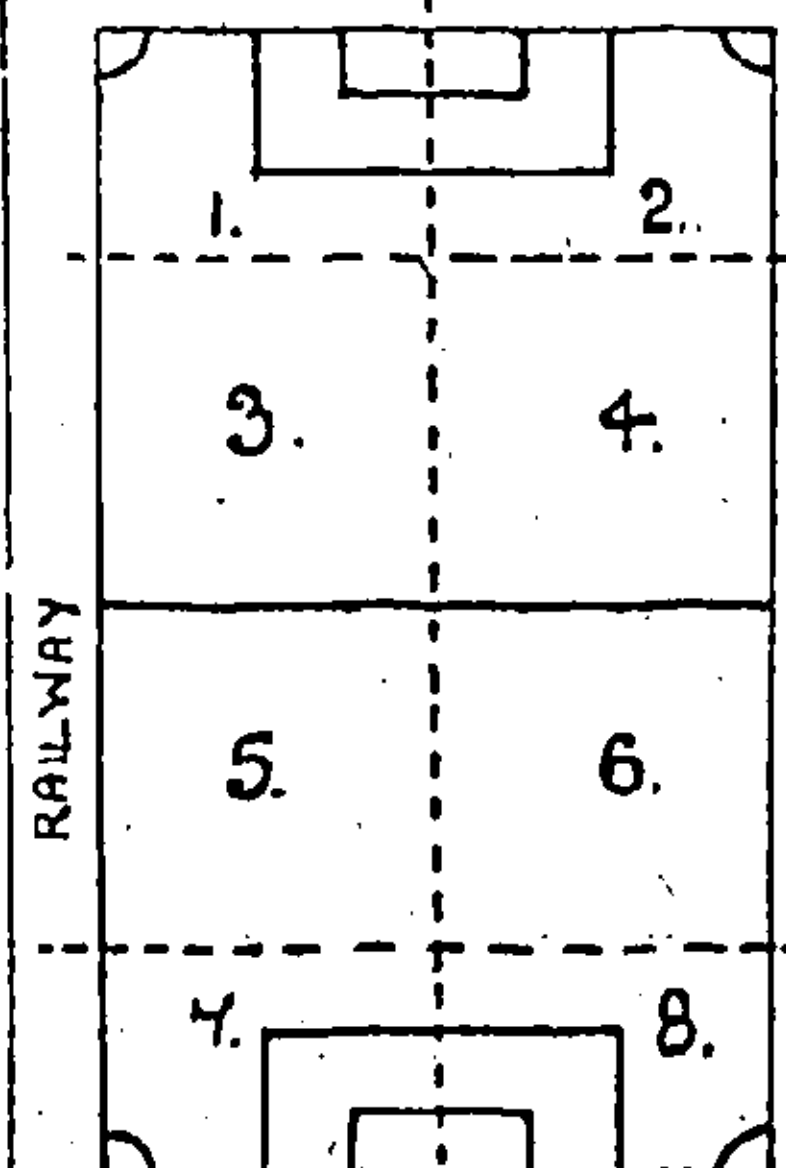
VERSUS

A. B. EWIN

(H.M.S. KENT)

Imperial Services Middle-Weight
Champion 1925-28Middle-Weight Champion of the
Colony

Booking at MOUTRIE'S:—
For Members of the Hongkong
Boxing Association on Monday,
2nd and Tuesday, 3rd March.
General Public: Wednesday, 4th
and Thursday, 5th March.
Ringside Seats \$5.50;
Others \$3.30 and \$1.10.
Including Amusement Tax.

A BROADCAST.

To-day's match at Kowloon, between Kowloon and South China, will be described by broadcast, and the above plan will assist listeners-in to follow the game.

FRIDAY**13th MARCH.****S.P.C.A. BALL**

ANNUAL FANCY DRESS CARNIVAL.

PENINSULA HOTEL

Tickets \$7.50

Prizes for best
costumes.

ARRANGE YOUR PARTY NOW

**Oh, You're Just
Back from Chicago!**

The New Yorker, who met a friend with a little round hole in the lapel of his coat, and said, 'Ah, you're just back from Chicago?' showed that he had learned something of deduction. When we find that ALLENBURY'S NO. 71 PASTILLES relieve, waste, and after, our coughs and colds in a very short space of time, we deduce that it is the best pastille made. We are quite right—at last!

Obtainable from all chemists

**ALLENBURY'S
No. 71 PASTILLES**

**WHAT'S THIS
ABOUT "SPEED"
IN FILMS?**

"Speed" in a film means that you can take very short exposures and still get good plucky pictures. This is important when you wish to take moving objects. "Speed" also means that you can use your camera on dull days as well as sunny ones—and this is important nearly all the year round. Kodak Film is "Speedy." But you must be warned that

sometimes a film excellent for "speediness" is apt to be exacting, doesn't take kindly to being over-exposed turns black and nasty. There is none of this churlishness about Kodak Film. Kodak Film is fast but not fussy. It really isn't worth while taking any chances. Everybody sells Kodak Film, so why not have it?

**KODAK
FILM**

THE DEPENDABLE FILM IN THE YELLOW DARTON

Stocked by all photographic dealers.

EASTMAN KODAK COMPANY

24, Yuen Ming Yuen Road.

SHANGHAI

A.P.B. 4

**MUSIC FROM
HANY COUNTRIES**

by wireless with

TELEFUNKEN 40

Long range All-Electric
receiver with station
selector for use with
batteries or lighting
main.

with **TELEFUNKEN
LOUDSPEAKER
ARCOPHON**

For Demonstration and further particulars apply to:—

SIEMENS CHINA CO.

Office—Pedder Building, 4th Floor.

Showroom—27, Nathan Road,

Kowloon.

Canton Office

Swatow

SHAMKIN

GERR. HOKSE

TELEFUNKEN

LONGEST EXPERIENCE—LATEST DESIGN

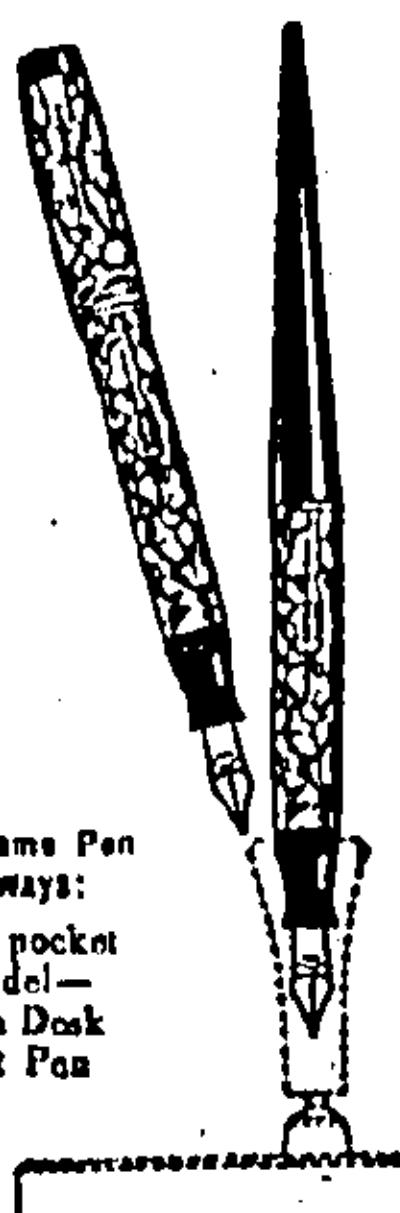


BISQUIT DUBOUCHE
BRANDY.

TRULY EXCELLENT

Obtainable from all Wine Merchants.

SOLE AGENTS
THE CENTRAL TRADING CO.



The same Pen
2 ways:
As a pocket
model—
as a Desk
Set Pen

Parker Offers
A Gift Pen
Having TWICE the Value
at no extra cost... and
GUARANTEED FOR LIFE

Actually the new convertible
Parker Duofold is twice as useful
as the usual pen. Because...
it is convertible from pocket style
to Desk Set model, instantly.

At any time a Parker Pen
owner wants a Pen Desk Set he
need only get a Duofold. To
convert pocket Pen is free.

Streamlined Parker Duofolds
in jewel-like colors, held 17-1/2%
more ink than average and write
with Pressureless Touch.

Sole Wholesale Agents:
DODGE & SEYMOUR (China), Ltd.
3 Canton Road, Shanghai

Parker
Duofold

THE JADE TREE
FOR
RUGS
CURIOS
LINGERIE
Etc.

Peninsula Hotel
Arcade.

U.S. TRADER AND WAR DEBTS.

CONGRESS STILL HOSTILE.

Washington, Jan. 29.

The attitude of Congress towards war debt revisions and international financial co-operation is clearly shown by the inquiry now being held by the sub-committee of the Senate Committee on Banking and Currency into the appointment of Mr. Eugene Meyer as Governor of the Federal Reserve Board.

The main charges brought against Mr. Meyer, which is held to render him unfit for the post, is his interest in "international finance," and despite the overwhelming opinion of banking circles that some form of debt revision would aid the nation's economic welfare, public opinion as a whole remains hostile to any change.

For this reason the suggestions made by Mr. Edward Hurley, President of the American Manufacturers' Association, this afternoon will make no more impression on Congress than those of Mr. Albert Wiggins, Chairman of the Chase National Bank, and others. Mr. Hurley points out that at the time the War debt settlements were negotiated the principle of capacity to pay and not the actual amount due was considered.

If the negotiations took place today on the same principle much lower figures would be adopted. Therefore he suggests progressive reduction. To forestall the argument that Europe would use the money on armaments he suggests an understanding between the United States and the 16 debtor nations for a progressive reduction of armament budgets. He also proposes an immediate two-year moratorium.

The Administration position is that the European debt burden is exaggerated, that any change would place an increased burden on the American taxpayer, and that no intimation has been received officially abroad that a moratorium was desired or that the payments were considered too heavy.

As for a reduction of armament budgets, the Administration considers that the military force of the United States has already been reduced to a minimum. There are fewer soldiers than police in the country. Naval armaments were definitely settled at the London conference.

It will be some time yet before the average American is convinced that debt revision is good business. The first essential will be the restoration of confidence on Wall Street. At present, however, unjustly, Wall Street is in disgrace owing to the general depression and its suggestions are ipso facto suspect.

MOTOR LORRIES FOR RUSSIA.

TSARIST MONEY IN LONDON.

Gaston and Company v. Baring Brothers.

This was a case which, Sir Patrick Hastings, K.C., said, might decide what should be done with very large sums of money now in the hands of Messrs. Baring Brothers and Company, bankers, of Bishopsgate, London; the money originally belonged to the Tsarist Government of Russia.

The action was brought by Messrs. Gaston and Company, Inc., of Broadway, New York, who claimed \$29,452 for motor vehicles supplied to the order of the Russian Government in 1915. They said that the money was assigned to them by the Russian Government in October, 1917, out of funds then in the hands of Messrs. Baring.

Messrs. Baring denied that the assignment was given, or could be given, authorising the payment, and they contended that after a date near the end of 1915, no payments could be made unless sanctioned by the British Treasury.

Confirmed by the Soviet.

The case for Messrs. Gaston was that motor lorries ordered by the Russian Government were shipped from New York in 1915. The ship never reached Russia, being either mined or torpedoed on the way. The goods had been "accepted" by the Russian Government's representative in New York and their value—the sum claimed—became due.

It was the practice of the Russian Government to pay through Messrs. Baring for goods ordered in America, and Messrs. Gaston asserted that in October, 1917, a Colonel Schmidt, who was in the Russian War Office, gave to plaintiffs' representative in Russia a letter assigning to them the amount due from funds held by Messrs. Baring. That assignment was confirmed by a Mr. Axelrod, on behalf of the Soviet Government, in 1918.

Sir Patrick Hastings contended that under Russian law the assignment was perfectly legal, and was absolute.

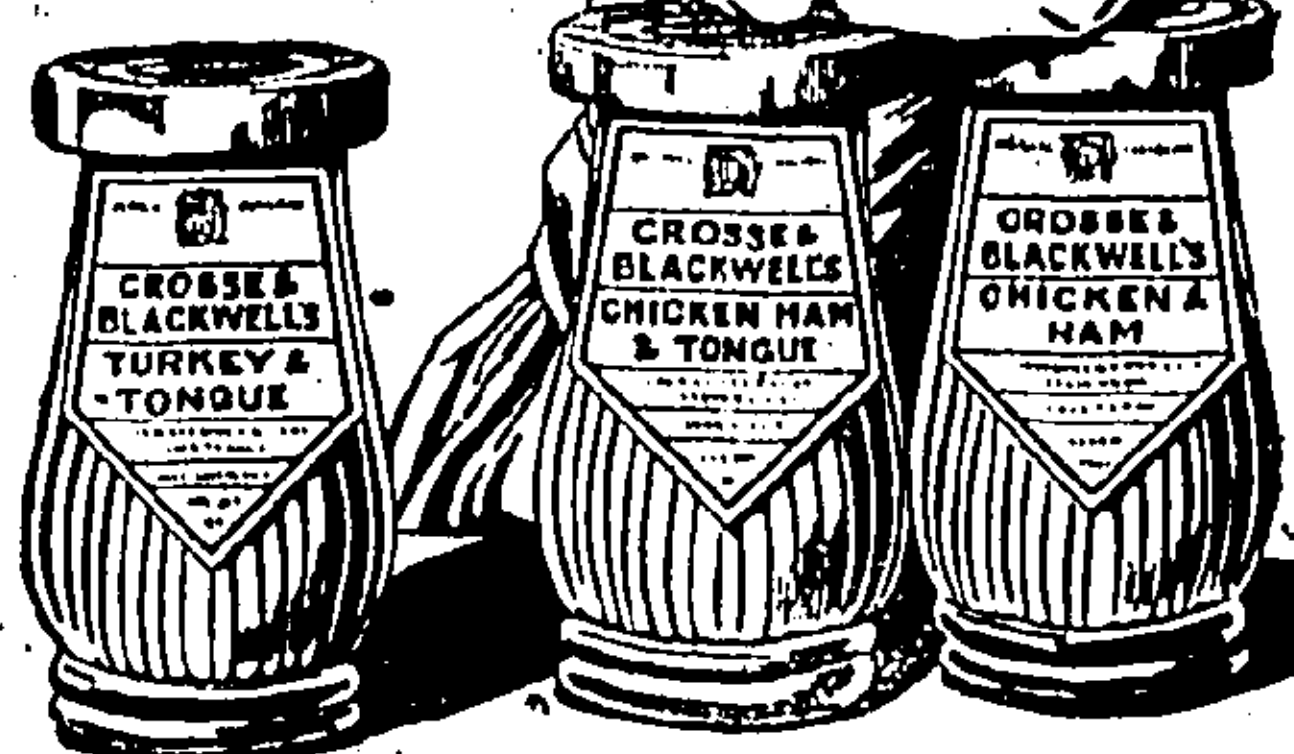
Mr. Gavin Simonds, for Messrs. Baring, contended that at the time of the alleged assignment there was an embargo upon meeting Russia's American liabilities out of British credits. The plaintiffs had to establish that Russian law was applicable to the rights obtaining as between the Russian Government and Baring's Bank, and as between the assigns of the

THE C & B CHEF

Has Discovered

A New Recipe

for
POTTED MEATS
with New and
Better Flavours



Delicious, Fresh & Appetising.

Do not think you know how good potted meat can be until you have tried these.
Your Compradore has them and is proud of them.

CROSSE & BLACKWELL'S
NEW POTTED MEATS.

Sole Agents:— **JOHN D. HUTCHISON & CO.** A.P.R. 5.

FELIX HAT SHOP.

York Building, next to Moutrie's.

FOR THE RACES.

Just arrived consignments of SPRING MILLINERY.
These Hats Set a New Mark in Chic Styles.
Also

AFTERNOON GOWNS AND STREET COSTUMES

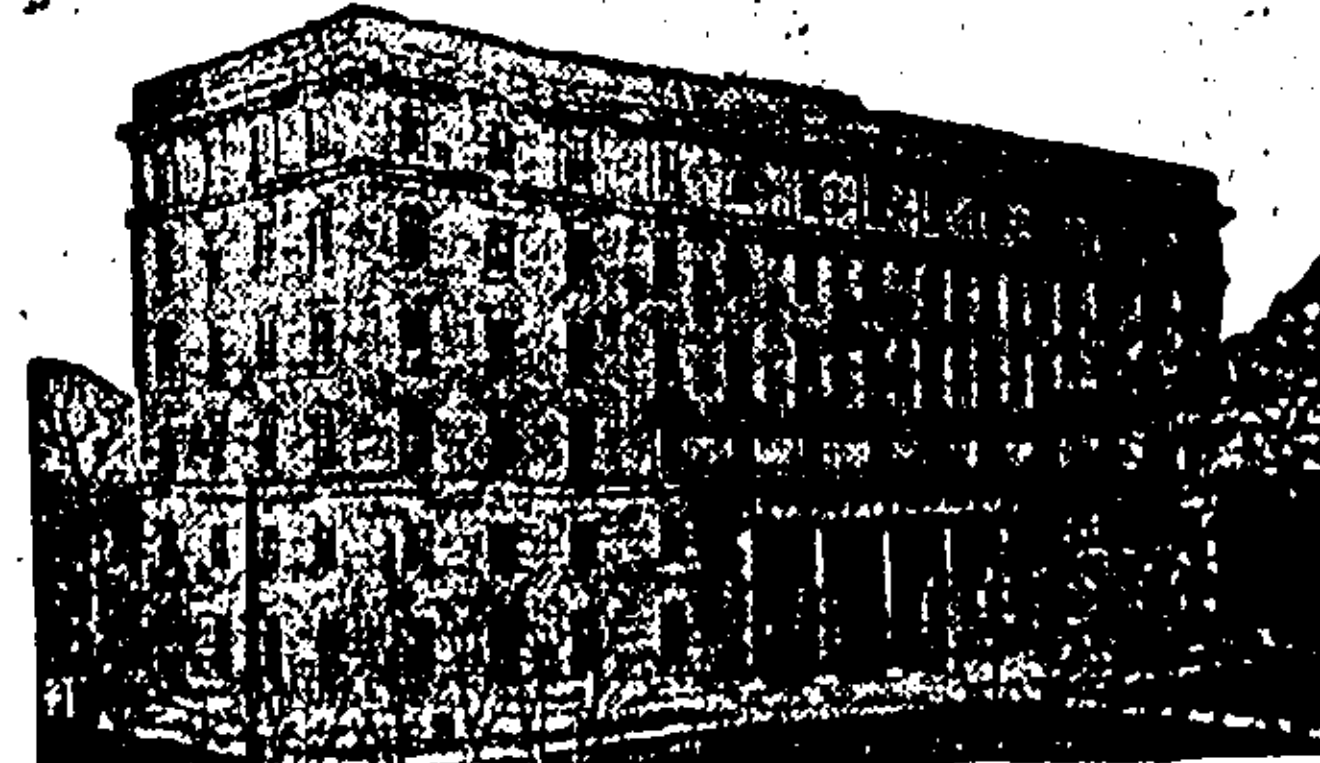
of the very latest models. Felt Hats and Jumper Suits, also Evening Gowns and Wraps are still being sold at greatly reduced prices.

Russian Government and Baring's Bank.

Mr. Justice Swift, giving judgment, said that Messrs. Gaston's case failed, because they had been unable to satisfy him that there was any assignment, or any intention to assign, either under

Russian or English law, and the bank were justified in refusing to pay in the absence of proper instructions from the Russian Government.

He gave judgment for Messrs. Baring Bros. and Company, with costs.



HEAD OFFICE - TORONTO, CANADA
(Occupied exclusively by the Company)

Buy Money Now
For Future Delivery

LIFE Insurance creates a Savings that
is beyond the reach of the daily impulse to spend. Let us show you how to create an estate and provide at the same time for later years through small, regular premium deposits.

Established 1887

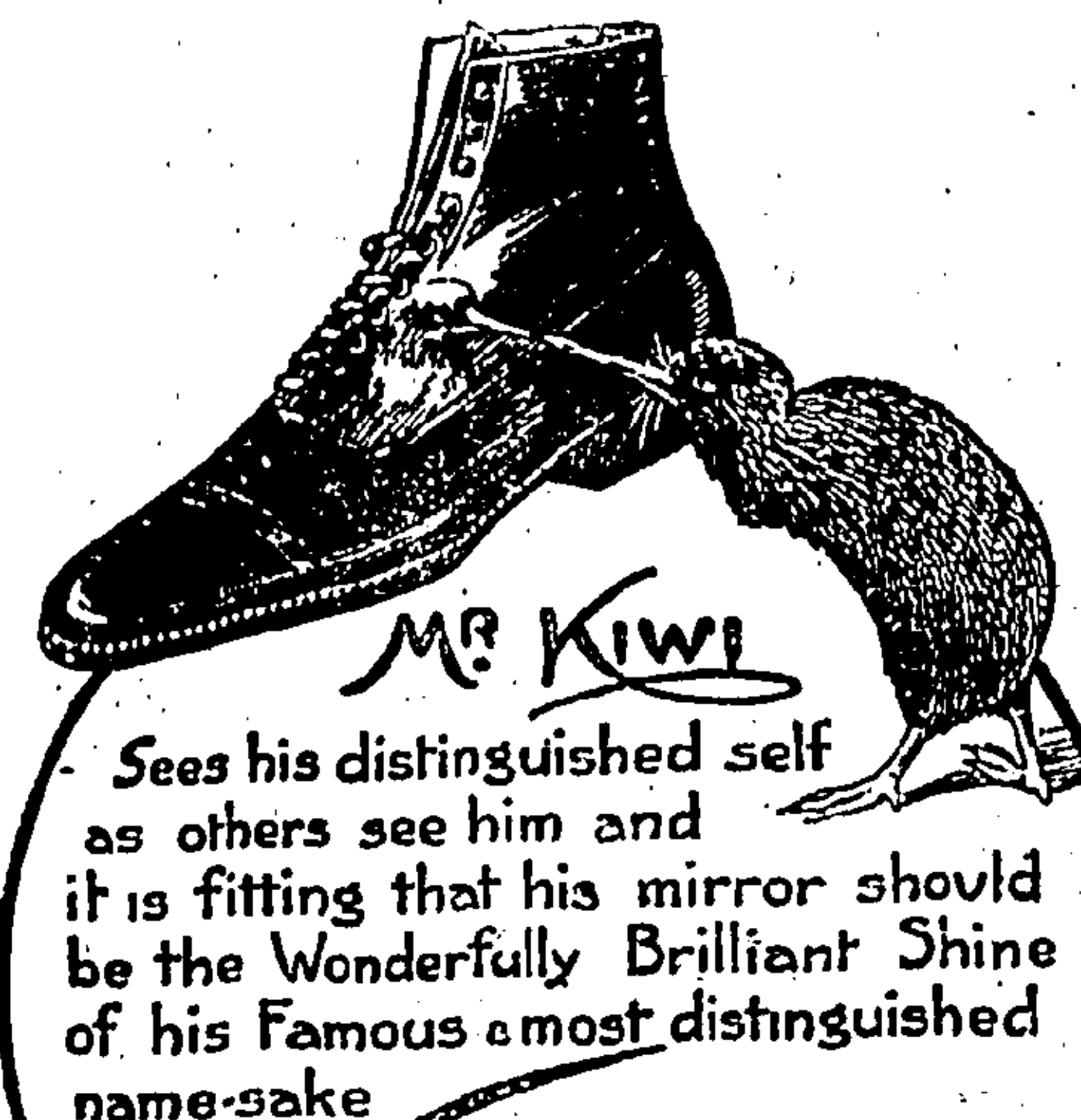
THE
MANUFACTURERS LIFE
INSURANCE COMPANY

MR. E. J. R. MITCHELL

District Manager.

15, CHATER ROAD.

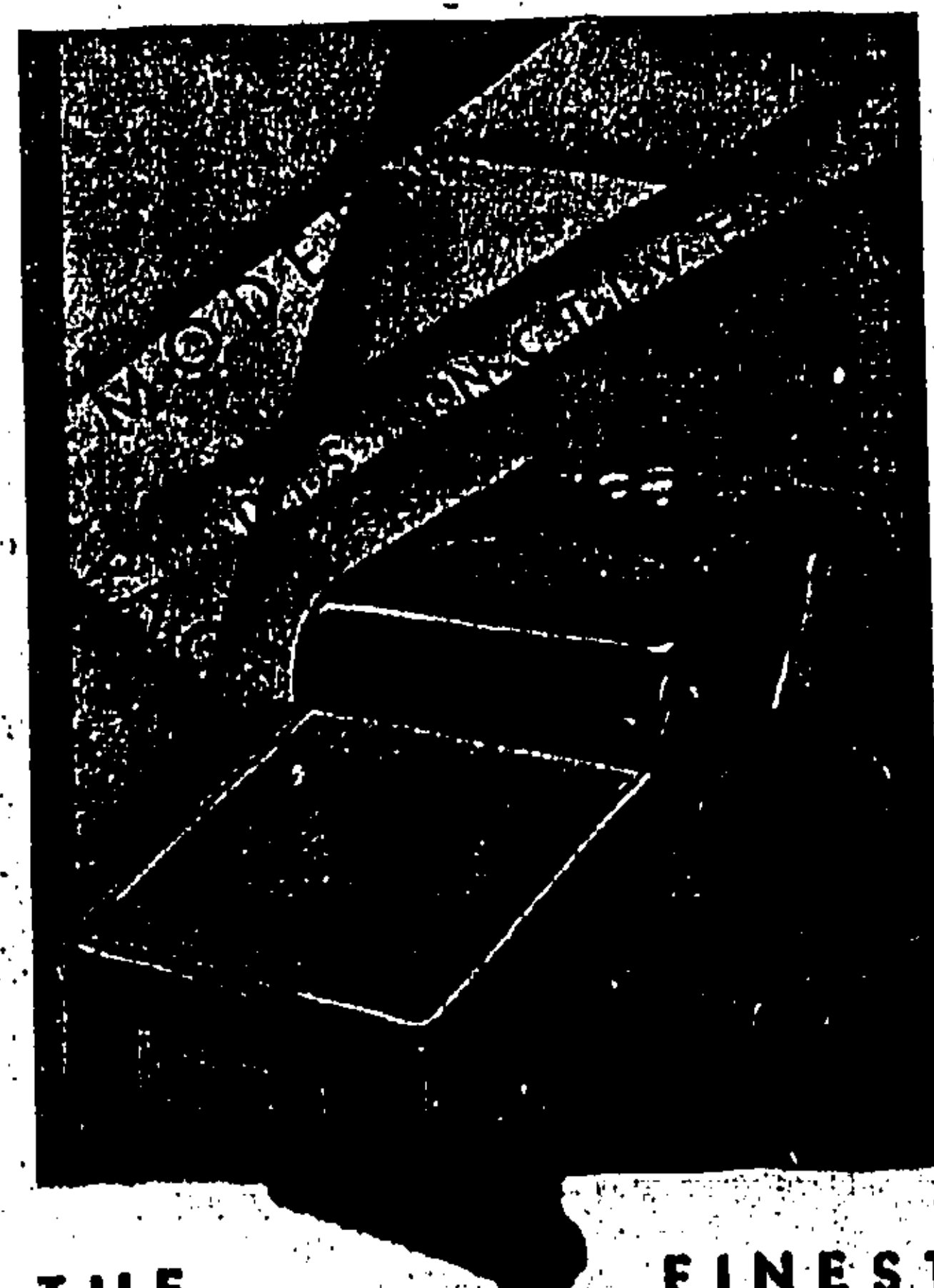
Tel. 20601.



MR. KIWI
Sees his distinguished self
as others see him and
it is fitting that his mirror should
be the Wonderfully Brilliant Shine
of his Famous most distinguished
name-sake

THE QUALITY
BOOT POLISH

KIWI



THE
SAFE GUARD CHECK
WRITER EVER BUILT
DODWELL & CO., LTD.

Sole Agents.

*Sure of a
perfect
reception*

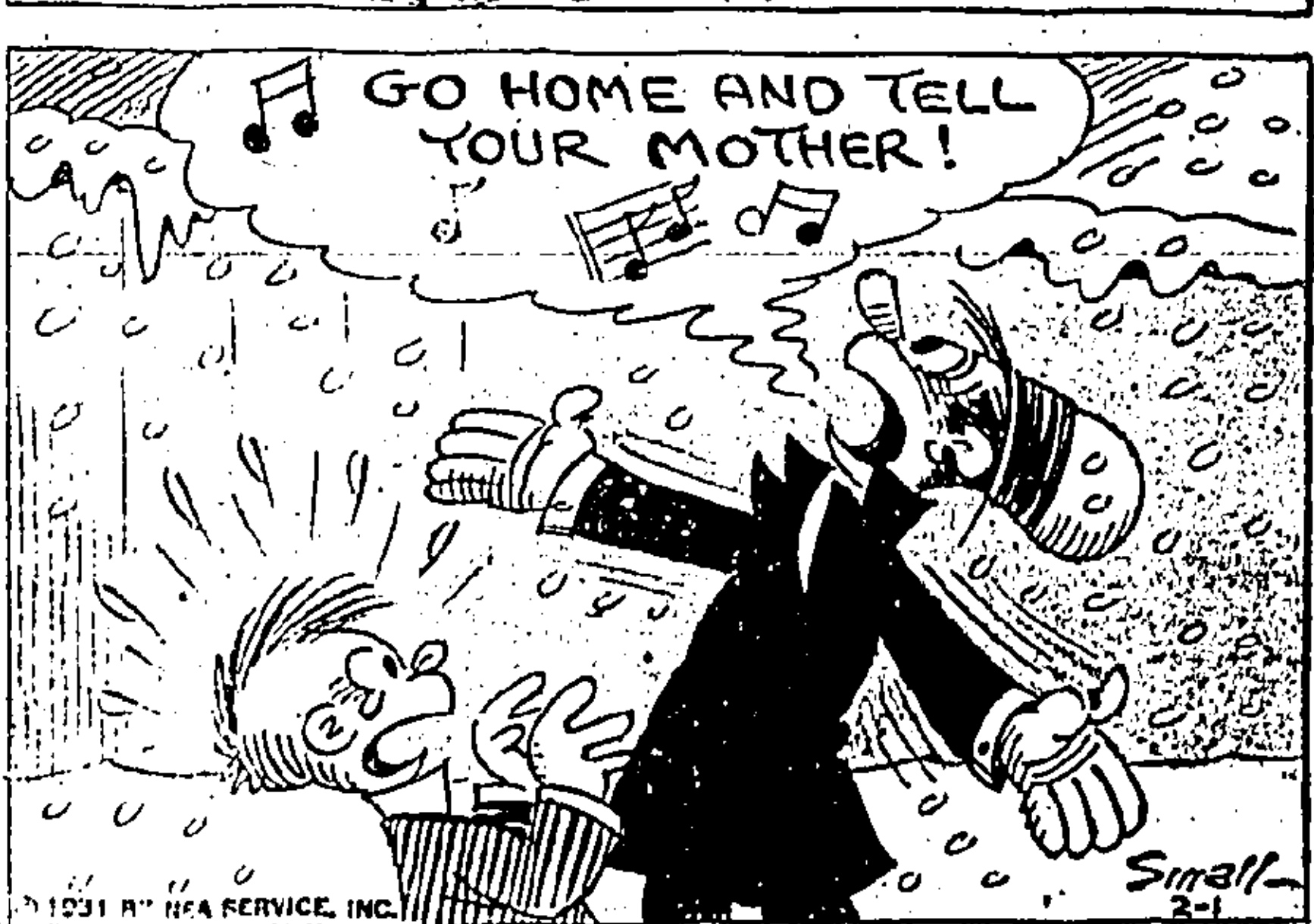
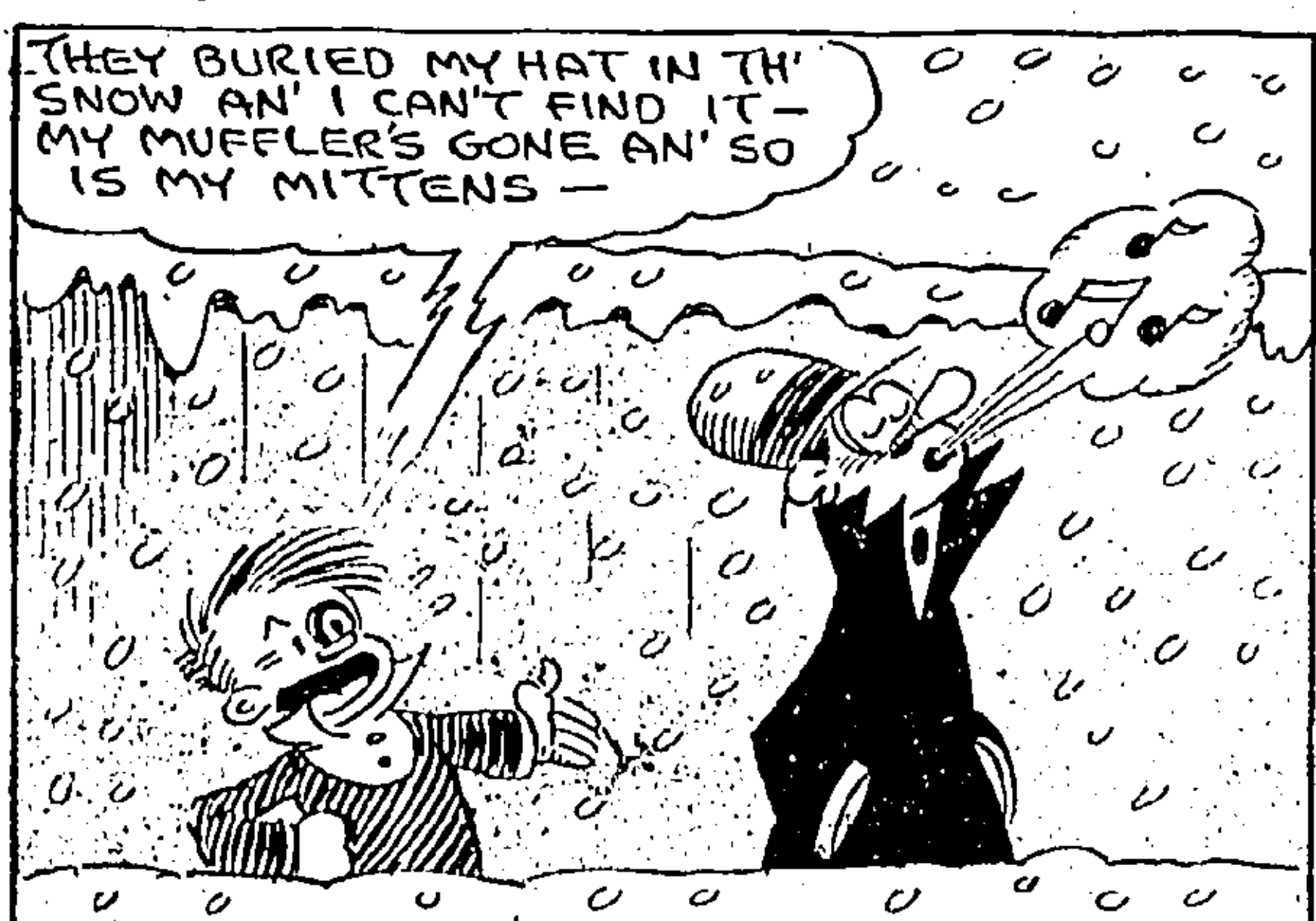
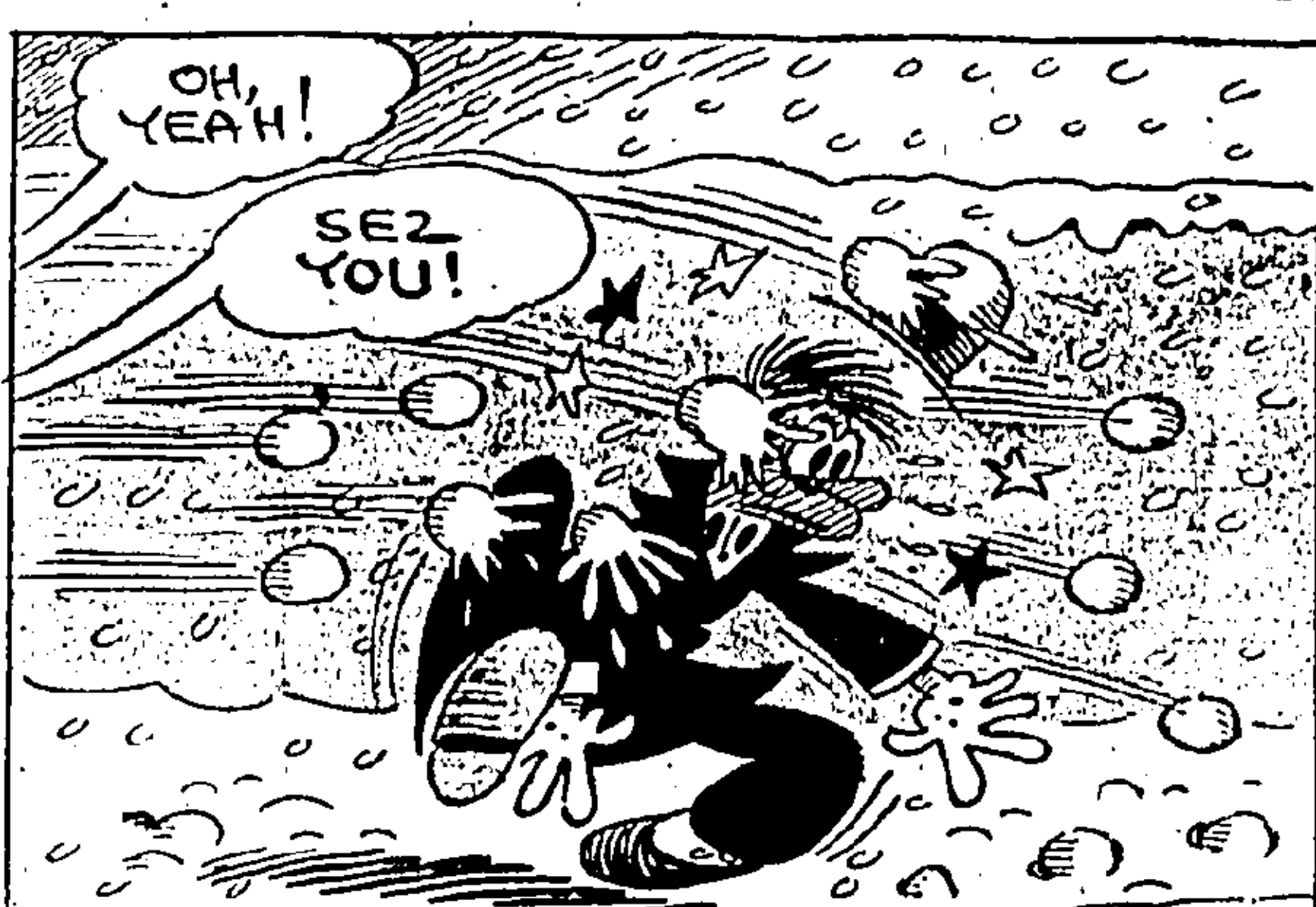
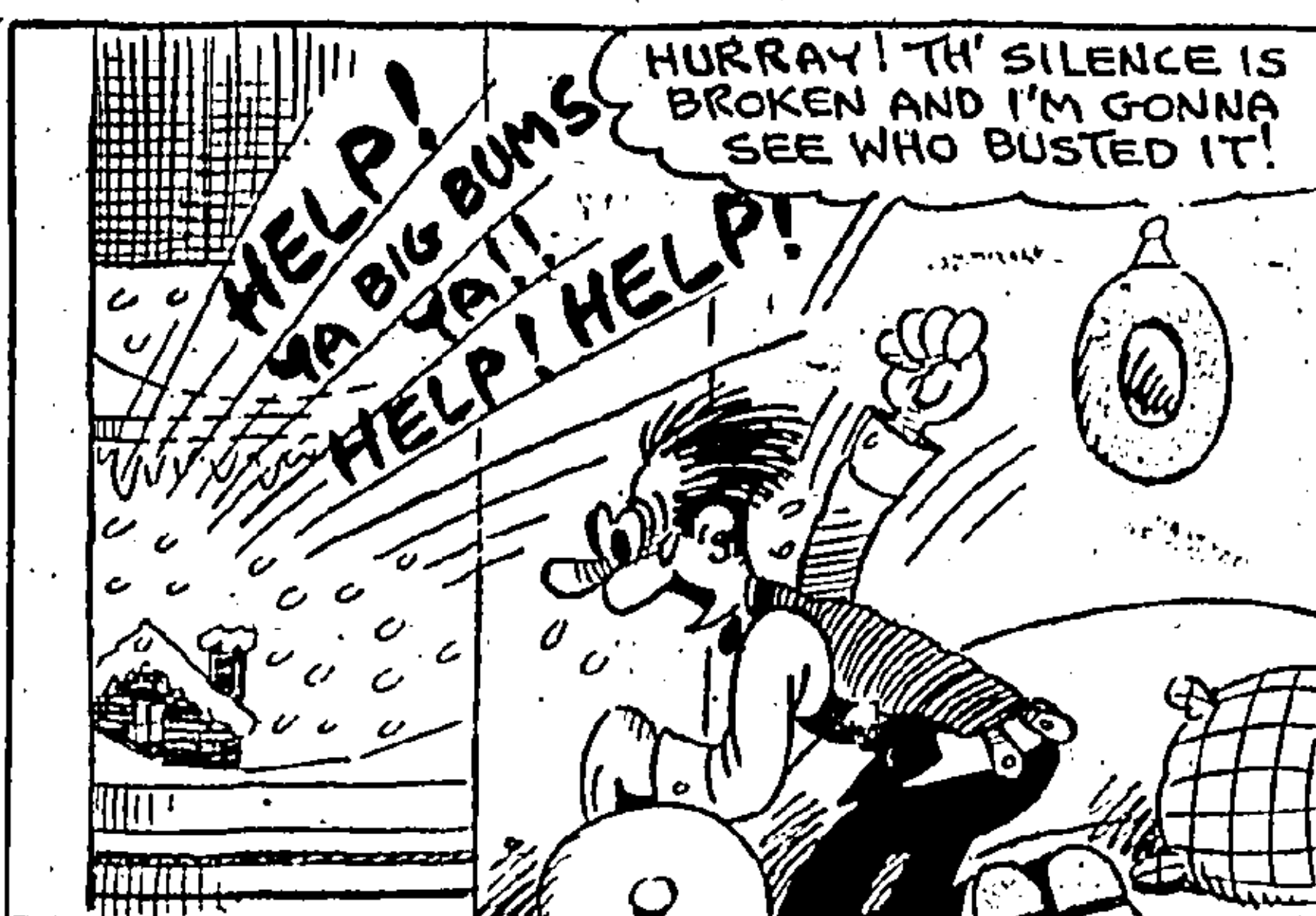
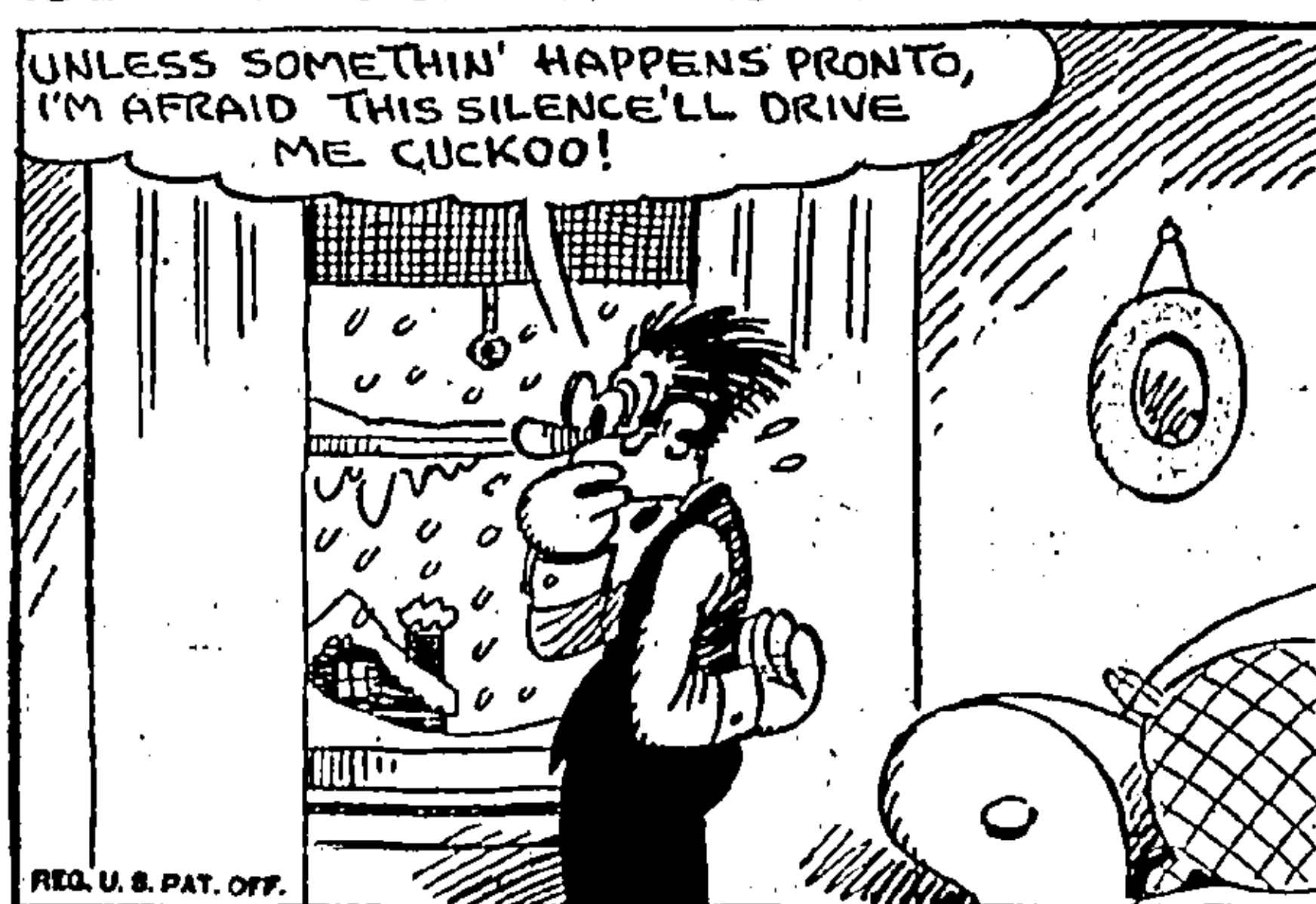


So will you be if you fit your set with

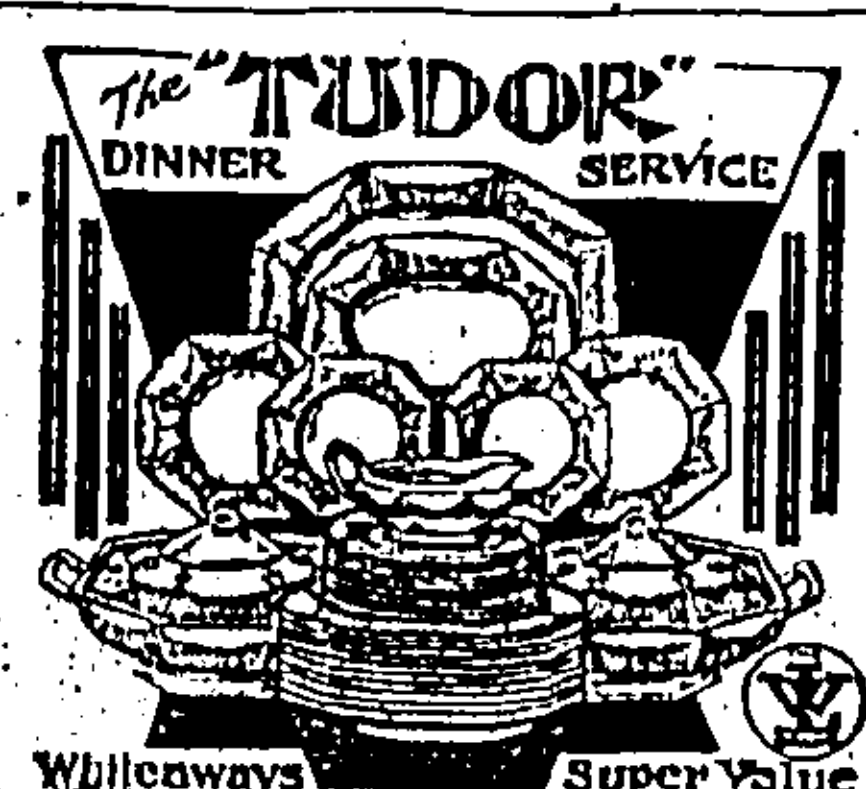
Osram
Valves

SALESMAN SAM

By Small



GOOD VALUE for YOUR DOLLAR at WHITEAWAYS



"TUDOR POTTERY"

Dinner Service

Set For 6 Persons, consisting of 24 plates (6 each Soup, Meat, Pudding, Chinese), 3 Meat Dishes (1 each size 9 10 and 12 ins), 2 Vegetable Dishes, 1 Sauce Boat.

Super Value Price \$29.50

THE "BUNGALOW" Toilet Service

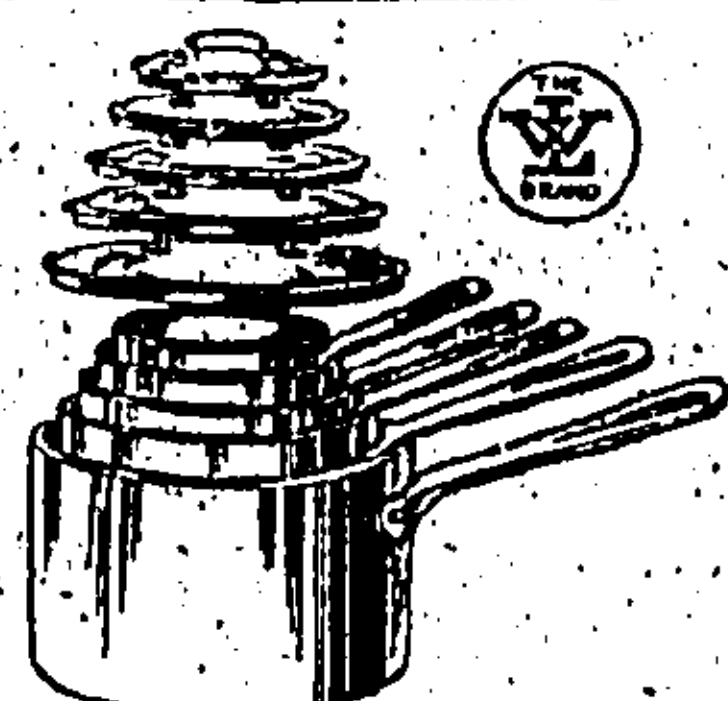
A good quality enamel consisting of five pieces, Jug, Basin, Chamber, Open Soap Dish and Open Brush Tray.

Super Value Price \$9.50



WHITEAWAYS SUPER VALUE

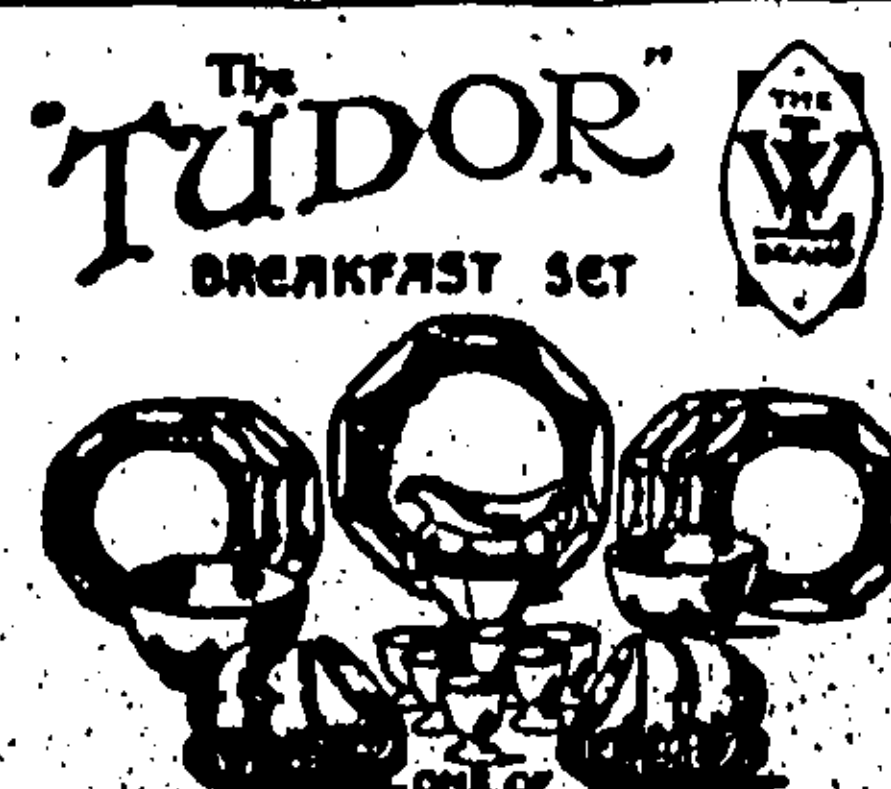
THE IMPROVED "KOOKEESI" ALUMINIUM SET OF SAUCEPANS & COVERS



WHITEAWAYS STANDARD VALUE

THE "KOOKEESI" Aluminium Saucepans Set of 5 useful pieces complete with lids.

Special Price \$12.50



"TUDOR POTTERY"

All White Ware relieved with embossed design on border.

Breakfast Set.

Six Cups and Saucers, 6 Breakfast Plates, 1 Bread and Butter Plate, 1 Slop Basin, 1 Sugar Basin, 1 Milk Jug, 6 Egg Cups, Set for 6 persons, 28 pieces.

Super Value Price \$12.95



"TUDOR POTTERY"

An All-White Ware, relieved with an embossed decoration on the border. We thoroughly recommend this ware for every-day use. It is very cheap and of good appearance.

Tea Service. Consisting of 6 Cups and Saucers, 6 Tea Plates, 1 Bread and Butter Plate, 1 Sugar Basin, 1 Cream Jug, Set for 6 persons. No Teapot.

Super Value Price \$7.50

WHITEAWAYS. THE HOUSE FOR VALUE HONG KONG.



LONDON SERVICE

MEDELAUS 1st Mar For Muller, Casablanca, London, Rotterdam & Hamburg
 ANTWERP 10th Mar For Rotterdam, London, Liverpool & Glasgow

LIVERPOOL SERVICE

CURYLOUGH 27th Mar For London, Hull, Liverpool & Glasgow
 PERTH 20th Apr For London, Hull, Liverpool & Glasgow

PACIFIC SERVICE

FRUGER 14th Mar For Victoria, Vancouver & Seattle
 EXION 14th Apr For Victoria, Vancouver & Seattle

INWARD SERVICE

PERKINS 1st Mar For London, Hull, Liverpool & Glasgow
 PERTH 20th Apr For London, Hull, Liverpool & Glasgow

PASSENGER SERVICE

PERKINS 1st Mar For London, Hull, Liverpool & Glasgow
 PERTH 20th Apr For London, Hull, Liverpool & Glasgow

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to—
BUTTERFIELD & SWIRE
 Agents



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A.
 VARYING FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
 Chichibu Maru ... Wednesday, 4th Mar.
 Tatsuta Maru ... Wednesday, 18th Mar.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
 Hise Maru ... Thursday, 26th Mar.
 Hise Maru ... Thursday, 21st Apr.
LONDON, ANTWERP & ROTTERDAM via
 Singapore, Penang, Colombo & Suez.
 Hakone Maru ... Saturday, 7th Mar.
 Suwa Maru ... Saturday, 21st Mar.
SYDNEY & MELBOURNE via Manila & Port.
 Asahi Maru ... Thursday, 26th Mar.
BOMBAY via Singapore, Penang & Colombo.
 Kure Maru ... Wednesday, 11th Mar.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
 Los Angeles, Mexico & Panama.
 Hoyo Maru ... Thursday, 5th Mar.
SOUTH AMERICA (EAST COAST) via Singapore,
 Capetown & Port.
 Kure Maru ... Tuesday, 14th Apr.
NEW YORK, BOSTON via Panama.
 Takachiho Maru ... Thursday, 12th Mar.
LIVERPOOL via Port Said, Suez & Alexandria.
 Genoa & Marseille.
 Lyons Maru ... Saturday, 14th Mar.
CALCUTTA via Singapore, Penang & Rangoon.
 Chichibu Maru ... Sunday, 1st Mar.
 Tatsuta Maru ... Sunday, 8th Mar.
SHANGHAI, KORE & YOKOHAMA
 Tange Maru ... Sunday, 1st Mar.
 Muroran Maru ... Friday, 3rd Mar.
 Hideo Maru ... Friday, 6th Mar.
 Cargo only.

For further information apply to: **NIPPON YUSEN KAISHA**,
 Telephone 30291. Private exchanges to all Depts.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers	Sailings
TO TSINGTAO via SWATOW & SHANGHAI	Kwongsang Chuksang Kwongsang	Sun. 1st Mar at 7 a.m. Wed. 4th Mar at 7 a.m. Sun. 8th Mar at 7 a.m. Wed. 11th Mar at 7 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Kunhsang Suisang Hosang	Wed. 4th Mar at 3 p.m. Mon. 9th Mar at 3 p.m. Sat. 21st Mar at 3 p.m.
TO OSAKA via AMOI, MOJI & KOBE	Hosang Yuehsang	Wed. 4th Mar at 7 a.m. Mon. 30th Mar at 7 a.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kutsang	Tues. 17th Mar at 7 a.m.
TO SANDAKAN	Mauksang Hinsang	Wed. 11th Mar at noon Wed. 18th Mar at noon
TO TIENTSIN via SWATOW & WU-HAI-WEI	Chipsang	Thurs. 5th Mar at 7 a.m.
TO TIENTSIN via SWATOW & POOCHOW	Cheongshing	Thurs. 19th Mar at 7 a.m.

For freight or passage apply to—

JARDINE, MATHESON & CO., LTD.

Telephone 30311

General Managers

BRITISH MISSION FAREWELL.

(Continued from Page 2.)

productive of mutual good. Great Britain and China have long traded together and each appreciates the commercial interdependence of the other. Such a visit as this must necessarily in my opinion strengthen the mutual regard which has existed for so many years. Now that there is reason to hope that peace in China is in sight the future is brighter and there is every reason for confidence that the further development of that great country will move quickly, carrying with it a great revival and extension of trade. Such a revival must also necessarily bring in its train benefits to this Colony between which and China most friendly and cordial relations are maintained.

That, Sir, is His Excellency's message and I speak now to the toast.

Government and the Dollar.

The path of the Government servant to night is made easy, for the conditions all tend to make him keep to his post. The business community has never shown any great respect for the Government's views on commerce, and for tonight at least I am free to admit that there is something in this attitude. In times of trouble however the attitude shows a tendency to waver and Government is blamed for many things even for the low dollar. This is the kind of position to-day, and the broad shoulders of the Mission to help in bearing the burden are all the more welcome. This particular aspect of the Commercial trouble may not be directly before the Commission, but every other aspect is and it is fortunate that we are privileged to rely on the advice of a body commanding such confidence as you, Sir, and the members of your Mission.

One of the first duties of a Government is to facilitate the free movements of trade and business, and if we take note of the Reports of a number of local concerns that are just now holding their Annual meeting, that part of the work has not been so done in Hongkong. But the arm of the Hongkong Government is

reaching here have their roots far out of its reach. Many of those troubles are purely foreign and political and it is some consolation to think that with Nanking in the saddle and the troubles in Kwong Sai by way of settlement, we have now more justification than for a long time past for hoping to see what

Colonel Moreton called recently the silver lining on the dark cloud of depressed trade in South China.

I feel too that the Economic Mission is here at a moment even more opportune than they themselves knew when they left England. There has been some straight talk at home which should make it easier for straight talk from the Mission to have its full effect; and the signs and portents in China show that there is no time to waste if we are to seize the opportunities that may now occur at any time. Straight talk to us too is therefore opportune; and if the Government is to come in for its share, well and good. Criticism from a body so important can only have a salutary effect.

The Colony has welcomed the coming of the Mission and its calibre is a guarantee of the soundest practical advice of which

the conditions permit. After that it will remain to put the advice into practice and all we now ask is that the report which I understand is rapidly nearing completion should be issued as early as may be for our guidance.

I have to express the thanks of the guests for your hospitality, and for the manner in which their toast was received, and the appreciative remarks, and I call upon them to rise and drink with me to the health of Sir Ernest Thompson and the Mission and a successful outcome of their labours.

Hon. Mr. Mackie's Speech.

The Hon. Mr. C. G. S. Mackie, on behalf of the H. K. General Chamber of Commerce, said:

It has been a great pleasure to the mercantile community of Hongkong to have the opportunity of meeting and getting into personal touch with the members of this important Trade Mission.

A few days ago I had the privilege of extending a welcome to our hosts here to-night. On that occasion I briefly outlined the views of the local British merchants as to the reason for the decline of British trade in China and at the same time I put forward one or two suggestions which might tend to revive the interest in British goods. It is a problem fraught with great difficulties and those of us who are dependent on this market for our livelihood are very hopeful that the discussions which have taken place will at all events lead to a better understanding between suppliers at home and distributors in the East.

The members of the Mission have covered a vast territory during the course of their investigations and have had an excellent opportunity to study conditions as they exist out here. We look forward with great interest to reading the report of the Mission which is no doubt nearing completion. I trust the recommendations contained therein will be of great value to the views expressed by Far Eastern merchants.

In all probability there will be a divergence of opinion on certain points, but we on this side are prepared to give full consideration to any counter proposals which may be put forward by the Mission.

On behalf of the Hongkong General Chamber of Commerce I wish to thank all the members for having devoted so much of their valuable time in the interests of the China trade and to express the hope that their labours will be crowned with success.

Sir Thomas Allen Replies.

Sir Thomas Allen thanked them most heartily for their good wishes which, he said, were deeply appreciated both by himself and the members of the Mission. He continued that for the past six months they had seen themselves with eyes other than their own during which time they had written some new truths into their living experience, and nothing would be wanting on the part of the Mission in telling their story to the people at home.

If, as the Hon. Mr. Hallifax had said, a straight talk would do what was necessary to be done, then he could assure them that they would find a great deal for thought when they came to read the Mission's final report.

They did not say, of course, that the findings of the Mission would cure everything, but they did sincerely trust that they would cure enough to make all the difference for improving trade.

He continued that he thought they had discovered one outstanding thing, namely that nothing but the British people could maintain them as British people. (Applause). They had to relegate to the museum of lost beliefs that nothing but collected decisions and actions in respect of their state of in-

dustries and nothing less than international agreement and endeavour in respect of industrial policy was going to save them.

He thought they had also discovered during the course of their journey that pure individualistic effort which once served did so no longer. Unorganised British industry could no longer succeed in a world which, in one way or another, was becoming highly organised, and if it were true that competitors had become more strenuous and alert and vigilant, and if it be true that the foundation of England's staple industries had become weakened by comparison with competitors, then the causes must be searched out at home and abroad to the very depths.

The British Way.

Sir Thomas continued:—We have heard it said that others have done things we have neglected to do, and that others have done things we are incapable of doing but I will not, as a Britisher, admit that for one moment. (Applause). Any task that has yet been within the capacity of man to undertake, and any task that is yet within the reach of human achievement, is the Britisher's job. I would like it to be understood that it is not all neglect of circumstances that has brought us to the parlous position we are now in. The war took us out of competition and gave certain other nationalities their chance. While we were busy making the world safe for humanity, others were busy in capturing our markets. While we were paying our debts on the one hand and forgiving our creditors on the other, tariff doors have been slammed in our face, making our goods dearer in the world's markets than they otherwise would have been. (Applause).

I think that as Britishers we shall have to recognise that we have been a good deal more generous to others than we have been kind to ourselves. (Applause). Can you show me any people in all the history of the world who have made a greater contribution to the world's sanity than the British race has done?

Mr. Mackie had said that this market was a price market and they would endeavour to take care of that in the report. If a price market meant that the standard of life that they had seen in China and Japan was to be the accepted standard of life for Great Britain and for the world then all Hell's demons might well laugh at our economies and our civilisation. They must stand up for life's real values or else there would be no help left in them as the British people. If Great Britain was in self-created difficulties then it was not too late to remove them.

The speaker went on to say:—I refuse to believe that Great Britain belongs to the past. Great Britain belongs to the future if we agree to make it so. (Applause). It is, however, not for us at home and it is not for you as representing Great Britain abroad to take your ease or to be weary in the task to which we have set our hands. We have something yet to contribute to the world's advance. In other difficulties we have at long last discovered our pathfinders and our liberators and if you here do your part with us at home and with mutual goodwill and understanding amongst the people with whom we have to deal and come into contact, then I feel sure that we might be ourselves once again, what we always are with our backs against the wall, steel bright, blade straight. (Applause).

£120 AND £112 FROM ORIENT TO EUROPE VIA AMERICA

A PRESIDENT LINER TO VICTORIA-SEATTLE OR TO SAN FRANCISCO LOS ANGELES

IN ANY AMERICAN OR CANADA RAIL LINE FROM WEST COAST TO NEW YORK

YOUR CHOICE OF ANY ATLANTIC LINER TO EUROPE

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

(not limited, but exceptionally good, passenger accommodation)

Loading Direct For

GENOA, ALGIERS, ORAN, ROTTERDAM, (AMSTERDAM), HAMBURG, OSLÖ, GÖTTENBURG AND OTHER SCANDINAVIA PORTS.

	Sailing about
M.V. "SHANGTUNG"	8th March
M.V. "FORMOSA"	6th April
M.V. "NANKING"	12th May
S.S. "SUMTARA"	30th May

MANILA, AND JAPAN PORTS.

	Sailing about
M.V. "FORMOSA"	3rd March
M.V. "NANKING"	24th March
M.V. "SUMATRA"	24th April

Passenger Rates Hongkong to Europe £60.

For further particulars, apply to the Agents:—

GILMAN & CO., LTD.

Hongkong.

G. E. HUYGEN

Canton.

GLEN LINE.

FARE HONGKONG TO LONDON.

1st June/30 November	£65.12.0d.
1st December/31st May	£82.0.0.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE"	5th Apr.
Motor Vessel "GLENLUCE"	27th Apr.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENBEG"	2nd Mar.
Motor Vessel "GLENLUCE"	16th Mar.
Steamship "FEMBROKFSHIRE"	10th Apr.
Steamship "GLENIFFER"	24th Apr.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



REGULAR TRANS-PACIFIC SERVICE.

HONGKONG direct for:

SHANGHAI, LOS ANGELES HARBOUR, SAN FRANCISCO, PORTLAND, ORE., VANCOUVER, B.C., SEATTLE and TACOMA.

M.S. "CORNEVILLE" ... Sailing 29th Mar.

Also insuring through Bills of Lading to Gulf and Atlantic ports, with transshipment at San Francisco to Luckenbach Line.

SOUTH BOUND

M.S. "ROBEVILLE" ... due Hongkong 5th sailing 6th Mar. Accepting cargo for Manila, Java ports and Singapore. Limited Passenger Accommodation at moderate rate.

For Freight, Passage Rates and all other information please apply to—

THORESEN & CO., LTD.

Queen's Buildings,

Agents.

Tel. 30257.

SHIPBUILDERS,

SHIP REPAIRERS,

BOILER MAKERS,

FORGE MASTERS,

OXY-ACETYLENE AND

ELECTRIC WELDERS,

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.
 SALVAGE TUG "TAIKOO"
 12,000 H.P. 200 Meters

—DRY DOCK—

Length 787 Feet

Length on Blocks 750 Feet.

Depth on Centre of

£30 (H.W.O.S.T.) 34 ft. 6 in.

—THREE SLIPWAYS—

Capable of Handling Ships up to 4,000 Tons displacement.

Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE,
 Agents.

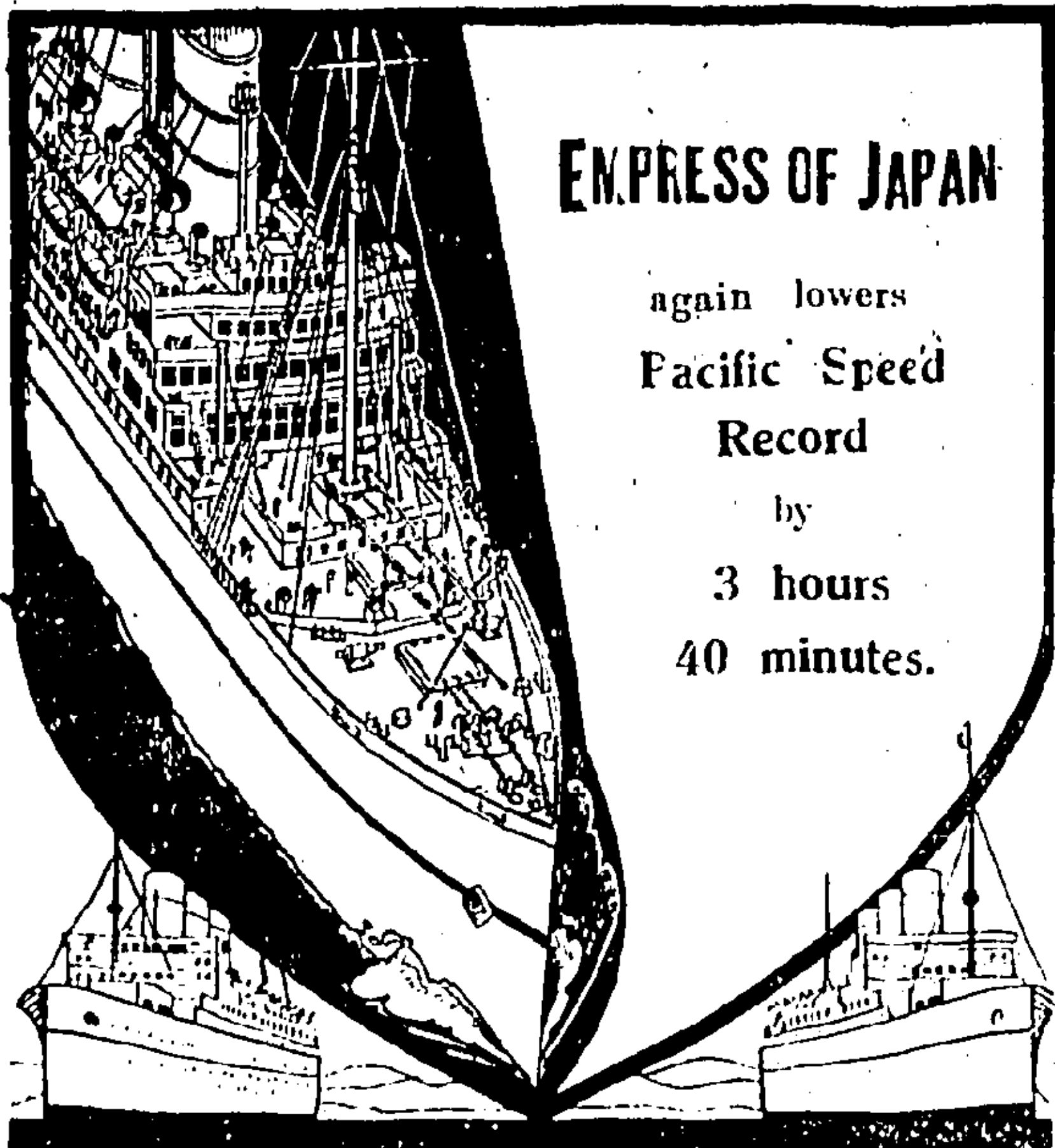
HONGKONG, CHINA & JAPAN.

Tel. Address:—"TAIKOODOCK" Hongkong.

Telephone No. 30211.

Call Flag: "C" over "ANS. PENNANT."

CANADIAN PACIFIC



EMPRESS OF JAPAN

again lowers
Pacific Speed
Record
by
3 hours
40 minutes.

WORLD'S GREATEST TRAVEL
SYSTEM

FRENCH MAIL STEAMERS.
Sailings from Hongkong.

To MARSEILLES via Saigon,
Singapore, Colombo, Djibouti
(Aden) Suez, Port-Said.

To YOKOHAMA via Shanghai
& Kobe.

CHENONCEAUX... 3rd Mar.	D'ARTAGNAN... 3rd Mar.
ATHOS II... 17th Mar.	ANGERS... 17th Mar.
D'ARTAGNAN... 31st Mar.	FELIX ROUSSEL... 30th Mar.
ANGERS... 14th Apr.	G. METZINGER... 13th Apr.
FELIX ROUSSEL... 28th Apr.	ANDRE LEBON... 27th Apr.
G. METZINGER... 12th May.	PORTHOS... 1st May.
ANDRE LEBON... 26th May.	CHENONCEAUX... 25th May.
PORTHOS... 9th June.	ATHOS II... 8th June.

We can issue through tickets to Egypt, Syrian ports,
East Africa, Madagascar by transshipment on our mail
steamers at Port Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp)
for full Particulars, apply to—

Telephones: 2601.

3, Queen's Building.

Falconite
GLOSS ENAMEL

IN WHITE AND COLOURS



WILKINSON, HEYWOOD & CLARK.
SHANGHAI-TIENTSIN-HONGKONG.

For the Best
LOCAL VIEWS
and
PORTRAIT PHOTOGRAPHS
Go To
MEE CHEUNG
Studio, Ice House St. Branch 7, Beaconsfield Arcade.

OBITUARY.

DEATH OF YOUNG LADY
IN KOWLOON.

It is with deep regret that we have to record the death, at an early age, of Miss Zoraida ("Aida") Estelita dos Santos Oliveira the daughter of Mr. and Mrs. Oliveira of Kowloon, who passed away at her residence 19, Ashley Road, Kowloon, on Thursday afternoon after a long and protracted illness.

The deceased lady who was only 22 years of age was a member of a well-known Portuguese family. After leaving school she joined the purchasing department of the Hongkong and Shanghai Hotels Ltd. and later worked in the office of the Canadian Commissioner of Immigration. Poor health necessitated her leaving her employment for a recuperative trip to Shanghai, but on her return her condition showed little improvement.

She is mourned by her father and mother as well as four brothers and two sisters, to whom the deepest sympathy will be extended in their sad bereavement.

The funeral took place at the Catholic Cemetery last evening, a large number of personal friends being present at the graveside. The Rev. Father A. Granelli conducted the service with the assistance of a surplined choir. Sisters from the Italian Convent with the congregation of the Children of Mary were also present while the father and four brothers were the chief mourners. Among the many personal friends were Mr. A. Silva-Netto, Mr. E. V. M. R. da Sousa, Mr. J. M. R. Xavier and others. Mr. R. Taylor represented the Hok On office of the Green Island Cement Company, at which Mr. O. Oliveira is employed.

Wreaths were sent from Green Island Cement Co., members of the Club de Recreio, "Booleggers" and the staff of the Hongkong and Shanghai Hotels, Ltd., and from many relatives and friends.

AUSTRALIAN ISSUES.

POSSIBLE DISSOLUTION OF
PARLIAMENT.

Canberra, Feb. 27.
Mr. Theodore expects the Senate to reject the Bill for a fiduciary currency, which will then be made an issue for dissolution of both Houses of the Commonwealth Parliament. Under the Australian Constitution Act the Senate can be dissolved in the event of prolonged disagreement with the House of Representatives.

Meanwhile Mr. Scullin is believed to be planning to purge the Cabinet, so as to exclude the followers of Mr. Lang on the one hand and those of Mr. Lyons, former acting Treasurer, on the other.

Mr. Theodore announced on Feb. 26 that the Federal Government proposes to introduce a Bill in Parliament to create a fiduciary currency to meet the emergency, and to provide funds to create employment.

CORRESPONDENCE.

A Brain Wave.

[To The Editor of Hongkong Telegraph.]

My dear,—Such a brain wave and it all came through Angus showing me his stamp collection. You see Angus is a philopallist which is a sort of stamp miser who buys them to gloat over instead of writing letters and lots of his prettiest stamps are what you call In Memoriam issues or something. Well, my dear, he says lots of countries like Spain and San Marino make heaps of money by issuing over such pretty stamps every time anything happens and people suffering from philopally all over the world buy whole sheets of them. And what I say is why not us do the same and make lots of pretty stamps for all sorts of values in confidential dollars and issue them to celebrate Mr. Lloyd's birthday or something.

And Angus says Fine and if they're surcharged they'd fetch much more and that means that if you write on the front of them something different to what the printing says you can sell them for more than ever so he says I'd better see Mr. Breen and ask him to let us write what they're really worth if anyone can work it out and he thinks he'd do that for me because he's sure he'd like me and I think Angus is rather a dear, don't you.

Angus says the pattern ought to be something tropical with a border of Roses and Laurel Leaves and Buds and things to mark an epoch in philinane and philopallism and perhaps we'd better have a Prize Competition for it.

And Angus says I simply must write and tell you because I oughtn't to hide my talent under a bushel but don't tell Tubby because Angus says poor Sir William is practically certain to offer me a Royalty or Medal or something for ending all his worries and I want it to be a surprise. I'd love to be a Royalty and wouldn't Maud be sick she'd have to kiss my hand instead of paying me about—Your pro bono publican.

Porsy.

THE ASIA COAL AND BRIQUETTING CO. LTD.

Manufacturers of Coal Briquettes under the registered trade name "GOKETS" Supplied in 3 different qualities:—

A quality known as "Steam Gokets" for steamers, railroads and other steam engines.

B quality known as "Furnace Gokets" for factories and kitchens.

C quality known as "Smokeless Gokets" for stoves or fireplaces without chimneys, particularly suitable for Chinese household.

A ton of "GOKETS" does the work of 1½ tons of ordinary lump coal—a great saving in dollars and cents.

RULING CASH RETAIL PRICES.

"Steam Gokets":—\$20 per ton ex the Company's godown in Hongkong or Kowloon.

"Furnace Gokets":—\$20 per ton ex the Company's godown in Hongkong or Kowloon.

"Smokeless Gokets":—\$18.50 per ton ex the Company's godown in Hongkong or Kowloon.

Delivery charges for Household.

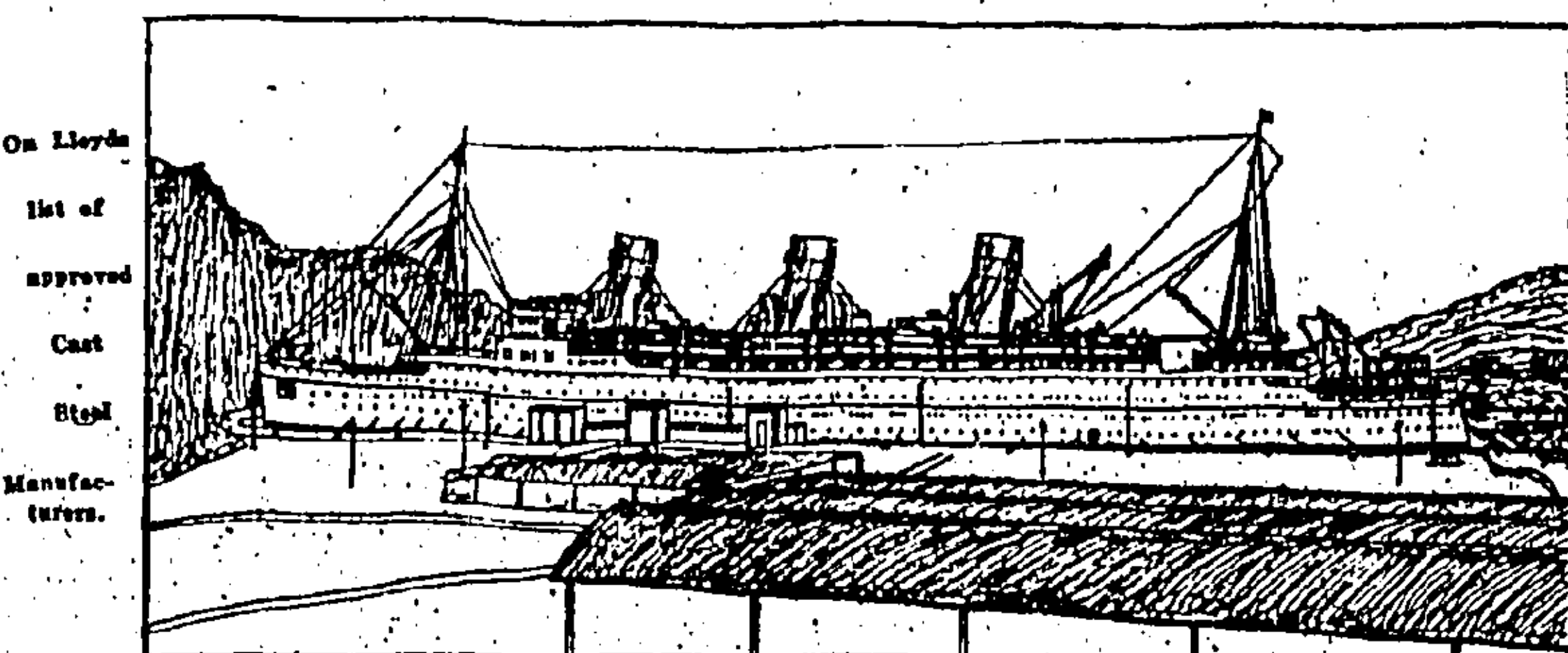
Hongkong:—	
(1) Peak districts (above Bowen Road)	\$4.00 per ton.
(2) All roads above Cairne Road and Bonham Road and below Bowen Road.	\$3.50 "
(3) Cairne Road and Bonham Road.	\$3.25 "
(4) Pokfulam as far as Sassoon Road.	\$3.50 "
(5) Wanchai and Causeway Bay (beyond City Road).	\$3.25 "
(6) Low level.	\$2.50 "
Kowloon:—	
All parts of Tein Sa Tsui, Mongkok, Hungnam, Kowloon C.	\$1.00 "
Laichikok.	\$2.50 "
Lots of ¼ or ½ ton will be delivered at all rates.	
Office:—China Building, 2nd floor.	—21335.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Head Office and Works:

Telegrams: "MANIFESTO. HONGKONG." KOWLOON, HONGKONG. Telephone: HONG KONG OFFICE 2302. KOWLOON DOCK 5305.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, STEEL, IRON AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Ship Dimensions:—666'0" O. A. × 83'6" × 48'6" Mid. 26,000 tons Gross.

The dimensions of No. 1 Dock are 700'0" × 88'0" × 30'6" Over all, H.W. O.S.T. Salvage Tug "Henry Keswick" 2,000. I.H.P. Wireless Call Signal V.P.B.T. and Flag Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons. Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.



ASAHI BEER

Sole Agent
WITSUI
BUSSAN
KAISHA
LTD.
HONGKONG

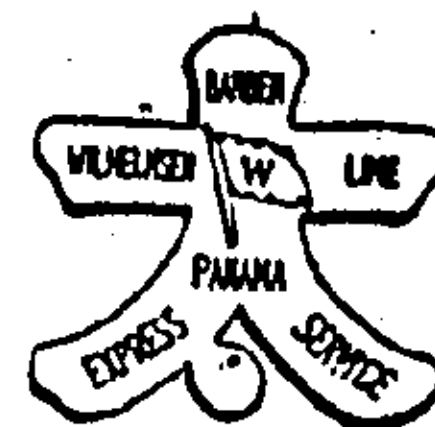
BEST QUALITY

MOSCOW SHIPS GOLD.

BEING SENT TO GERMANY
BY THE TON.

Riga, Feb. 27.
A hundred cases containing eight tons of Soviet gold arrived last night from Moscow en route to Berlin, making a total of nearly thirty tons which have passed through in the last few weeks.

Porsy.

BARBER WILHELMSSEN
LINE.

THE PREMIER ALL WATER ROUTE TO
NEW YORK and other U.S. Atlantic Ports via
Panama.

All Vessel call at SAN FRANCISCO and LOS
ANGELES en route.

Passengers desiring to travel, by this interesting
route will find the accommodation provided
well up to their expectations, and at a cost most
reasonable.

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

P. & O. BRITISH-INDIA, APCAR AND
EASTERN & AUSTRALIAN LINES.

(COMPANIES Incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and
Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa,
Australasia, including New Zealand & Queensland Ports,
Red Sea Egypt, Constantinople, Greece, Levantine Ports,
Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL
MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
MALWA	10,980	28th Feb noon.	Marseilles, & London
ALIPPORE	5,273	3rd Mar.	Straits, Colombo & B'bay
KHIVA	9,135	7th Mar.	M'les, L'don Hull, H'burg, Rotterdam & Antwerp
KHYBER	9,114	14th Mar.	M'les, L'don, Hull, Rotterdam & Antwerp
SOMALI	—	21st Mar.	M'les, L'don, Hull, H'burg, Rotterdam & Antwerp
RAWALPINDI	16,615	28th Mar.	Marseilles & London
KARMALA	9,123	11th Apr.	M'les, L'don, Hull, Rotterdam & Antwerp
RAJPUTANA	16,586	25th Apr.	Marseilles & London
Cargo only.	—	—	Calla Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to
Constantinople, Pyrus, Smyrna and other Levant by Steamers of the
Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

T. KADA	6,949	28 Feb. 3 p.m.	S'pore, Penang & Calcutta
TILAWA	10,006	24th Mar.	S'pore, Penang & Calcutta
SANTHA	7,754	4th Apr.	S'pore, Penang & Calcutta

B. I. Aparcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,501	1st Apr.	Manila, Rabaul,
NELLORE	6,853	1st May.	Brisbane, Sydney
T. ND	6,956	30th May.	and Melbourne

Regular Monthly Sailings from Hongkong to Shanghai and Japan
and Hongkong to Australia.
Hong-Kong to Sydney—19 days.

Frequent connections from Australia to the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. French Service of Steamers to London via Suez.
The New Zealand Shipping Co. Steamers to Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

MINZ PORE	6,715	5th Mar.	Moji & Kobe
ST. ALBANS	4,500	6th Mar.	S'hai, Moji, Kobe, Osaka & Yokohama
SANTHA	7,754	13th Mar.	Amoy, S'hai, Moji, Kobe & Osaka
KARMALA	9,128	14th Mar.	S'hai, Moji, Kobe & Yokohama
ISODAN	—	19th Mar.	S'hai, Moji, Kobe & Yokohama
TALMA	10,000	25th Mar.	Amoy, Moji, Kobe & Osaka
RAJPUTANA	16,586	27th Mar.	S'hai, Kobe & Yokohama
NELLORE	6,853	6th Apr.	S'hai, Moji, Kobe, Osaka & Yokohama
KALYAN	9,144	10th Apr.	S'hai, Moji, Kobe & Yokohama
COMORIN	15,132	24th Apr.	S'hai, Kobe & Yokohama

Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2½ ft. x 1½ ft. will be
received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,

P. & O. Bldg., Connaught Rd., C. Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville,
Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE TAIPING (SUNSHINE)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON AND STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £76 RETURN

" " " LONDON (via Australia) from £122/0/0

(Australian Newspapers on file)

STEAMER	Days Hong Kong	Leaves Hong Kong	Leaves Manila	Days Sydney
TAIPING	March 13th	March 29th	March 29th	April 6th
CHANGTE	April 13th	April 29th	April 29th	May 6th
TAIPING	May 13th	May 29th	May 29th	June 6th
CHANGTE	June 13th	June 29th	June 29th	July 6th

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

CENTRAL THEATRE

TO-DAY ONLY.
at 2.30, 5.10, 7.15 & 9.20 p.m.

CLARA MARRS LOVE TO
A FLEET-FULL OF SAILORS.



CLARA'S GOT A BOY-FRIEND
IN EVERY PORT-HOLE.

Starting Sunday

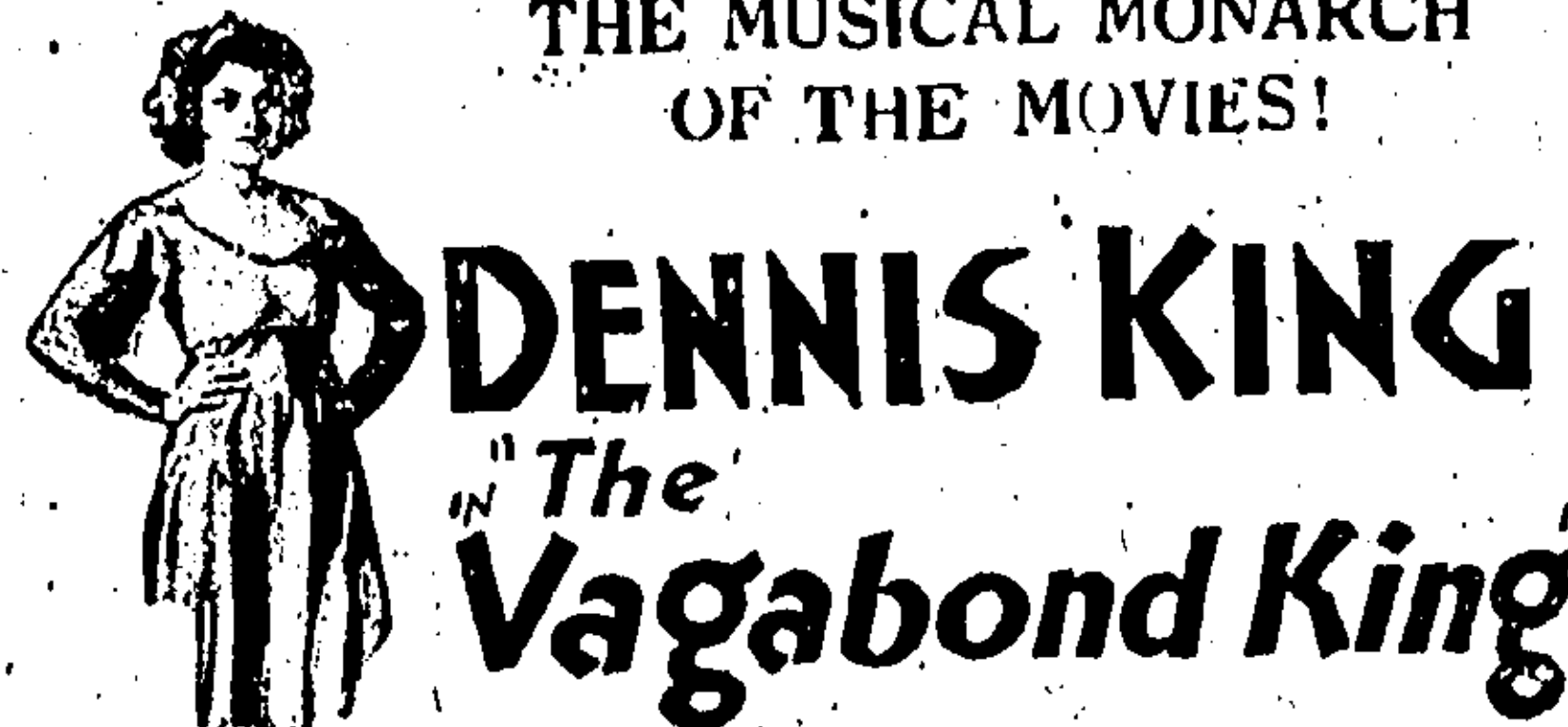


Booking at Anderson's & The Theatre. Tel. 25720

MAJESTIC THEATRE

TO-DAY ONLY.

THE MUSICAL MONARCH
OF THE MOVIES!



Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

WOMAN WAIVES EXTRADITION.

WILLING TO RETURN TO AMERICA.

On her agreeing to waive extradition proceedings, Jang Shue, a married woman, formerly of California, was remanded for a week by Mr. Schofield at the Central Magistracy this morning. She was detained on her arrival here on Monday in connection with the alleged embezzlement of \$25,000 in America.

Mr. T. Murphy (Assistant Director of Criminal Investigation) told Mr. Schofield that the fugitive had expressed her willingness to waive the extradition proceedings and return to America. He wanted a week's remand to enable him to arrange with the American Consul for a passage. If the fugitive were still of the same mind when the passage was booked, he would ask for her discharge.

The woman, answering Mr. Schofield, declared she would return to America and asked if a second-class passage could be arranged on a Japanese boat, the American line carrying only first-class and steerage. "I am anxious to return on the first boat," she said.

"And the police are equally as anxious," added Mr. Schofield.

PEKING FINANCE CRISIS.

OFFICIAL SALARIES TO BE CUT DOWN.

Peking, Feb. 27. The Government of Peking is facing a serious financial crisis following the Nanking order for the complete abolition of all irregular taxes. All Government officials here have been informed by the Manchurian authorities that beginning from next month they must draw only sixty per cent. of their salaries in view of the stringent financial condition.

Simultaneously General Chang Hsueh-liang has instructed the Peking Municipality to reduce the monthly expenditure on civil administration and public works to \$300,000.

General Chang Hsueh-liang has appointed a special finance commissioner to supervise the collection of tobacco, flour and cigarette taxes in North China, including Peking and Tientsin.

NAVAL DISCUSSIONS IN ROME.

NO INFORMATION AS TO PROGRESS.

London, Feb. 27. Discussions between representatives of the British Government and the Italian Foreign Secretary and Minister for Marine and other officials, were continued in Rome this afternoon, on the subject of Naval Limitation. No information is available as to the progress of the conversations which are based on the results of the Anglo-French conversations conducted in Paris. If an accord is reached it must necessarily await the acquiescence of the Governments of the United States and Japan, which, with that of Britain, were signatories of the Naval agreement of 1930.—British Wireless.

GEN. CHAN MING-SHU IN HONGKONG.

DENIES THAT VISIT HAS POLITICAL ASPECT.

Believed to be connected with an arranged conference between Kwangtung commanders now residing in Hongkong on the rehabilitation of affairs in Kwangtung, General Chan Ming-shu, the Civil Governor of Canton, arrived here yesterday evening by train.

His Excellency is staying at the Peninsula Hotel, and when interviewed by Chinese newspaper correspondents he assured them that his visit was purely on account of private affairs and had nothing to do with politics in Canton.

CANADA BANS SOVIET IMPORTS.

CONVINCED OF FORCED LABOUR.

Ottawa, Feb. 27. Imports of Russian coal, wood pulp, pulp wood, timber, asbestos and furs have been prohibited by an Order-in-Council.

The Minister of National Revenue, in a statement, said the Government was convinced that forced labour prevailed in the Soviet timber and coal industries and that the standard of living was below any level conceivable in Canada.—Reuter.

MURDER CHARGE PREFERRED.

FILIPINO IN THE DOCK AT KOWLOON.

A FORMAL REMAND.

Martin Gonzales Correa, a Filipino, was brought up at the Kowloon Magistracy this morning, on a charge of murdering John Harrison, ship's plumber of the s.s. Empress of Russia, whilst the liner was nearing Manila on Tuesday last. He was formally remanded in custody.

The accused was handed over to the police on the arrival of the Empress boat yesterday. It is stated that no-one witnessed the actual shooting of the plumber, first intimations that things were amiss being when shots were heard in the steerage accommodation about 8 p.m. on February 24, when the liner was approaching Manila. Correa, it is said, was seen with a .32 calibre revolver in his hand, and there was a wild chase around the accommodation until he was finally apprehended.

A steward, Chun Sik, was slightly wounded in the head by a ricochet bullet. It is understood, and when a search of the steerage accommodation was made, Mr. Harrison was found in a critical condition. He received immediate attention from the ship's surgeon and Dr. Arviso and Dr. Schoenleber, who were among the passengers, but died at 9.35 p.m. He was buried at Manila.

As the incident occurred on a British ship on the high seas, Correa was not handed over to the authorities in Manila, but brought back to Hongkong, the nearest British port.

Mr. Harrison was a married man, his family residing at Vancouver.

Correa who appears to be between 30 and 40 years of age, boarded the Empress vessel at Kobe, and it is understood that he had been a student in America.

CORRESPONDENCE.

Christianity or Christian Science.

[To The Editor of Hongkong Telegraph.]

Sir, "Fundist's" quotations from Sir James Jeans and Professor Eddington prove, rather than disprove, the oneness of Christianity and true Science. The physical scientists are to-day realising that creation, as they have found it, is not the reality of being, but is, as they now term it, an unfortunate mistake or accident.

Christians, who believe that from the Bible can be gained the understanding of the principle and facts of real existence, (which is the writer's idea of the meaning of the word science,) are able to see that the "unfortunate mistake or accident" is the departure of man's concept of God and of existence from that detailed in the first chapter of Genesis.

An understanding of the Bible places at one's disposal the true science of being, and the sooner "Fundist" realises this to be so, the sooner will he be in fact, instead of in theory, "but little lower than the angels."

Sir Oliver Lodge is quoted in The Overseas Daily Mail of Feb. 27th as having said: "Life, what is life? I do not know, but I know that life at a certain stage blossoms into mind. Our real home and our real work is not limited to the material world. It is 'Fundist's' privilege to prove that Christianity is a demonstrable fact, i.e., scientific, and so help the physical scientists, now that they have seen the mistake of physicality, to find the truth of spirituality, for which they are evidently reaching out.—Yours, etc., A. BREAKLEY.

Christian Science Committee on Publication for Hongkong.

NEW MINISTER TO PANAMA.

SIR JOSIAH CROSBY GETS APPOINTMENT.

London, Feb. 27. His Majesty the King has approved of the appointment of Sir Josiah Crosby, K.B.E., as Minister to Panama.—Reuter.

(Sir Josiah Crosby, who was knighted in 1928, has been Consul-General at Batavia since 1921. Born at Falmouth in 1880, he was educated at the Royal Grammar School, Newcastle, and at Cambridge, where he gained high honours. He became a student interpreter in Siam in 1904, was made Vice-Consul in 1907 and travelling District Judge, Vice-Consul in Bangkok, 1911; Consul at Nakorn Lampang, Siam, 1912; Consul at Senggora, Siam, 1916; Consul at Saigon, 1917-19; and Consul-General at Saigon, 1920.)

MARIA GOMES' RECITAL.

DELIGHTFUL CONCERT LAST EVENING.

Maria Gomes, the well-known soprano, gave her first recital since her return from the United States, at the Helena May Institute last night, and showed that she has learned much from her studies there. In a pleasing programme of varied numbers, Miss Gomes used a fine clear voice.

Beginning with a trio of English airs, Miss Gomes gave a pleasing rendering of a bracket of Portuguese ballads before she sang the well-known Jewel Song from Faust. It was the outstanding number of her programme, and was heartily applauded. Her "Ritorno Vencitor" from "Aida" was equally impressive, and proved that the singer is as well at home with opera as she is with light ballads.

Miss Gomes gave quite a quaint rendering of the old English number "No, Sir!" Her full programme was:—"Where'er you Walk" (Handel), "Drink to me Only" (old English), "The Lass with the Delicate Air" (Dr. Arne), "No, Sir!" (Wakefield), "The False Prophet" (Scott), and a Ruy Coelho bracket—A Portuguese Sonnet, A Melody of Love and No fim do Mundo, in addition to the two operatic excerpts.

CHINESE NATIONAL ASSEMBLY.

HONGKONG AND MACAO INTEREST.

Concerning the coming session in Nanking, next May, of the National Assembly, the highest authority in the Government, an interesting problem has arisen as to whether it is permissible for Chinese residents of Hongkong and Macao who are Kuomintang members to be represented at the Conference which will elect the Central Executive and Supervisory Committees whose power in the Government is equivalent to that of the Cabinet.

It is understood that several Kuomintang members and ex-officials now residing in Hongkong and Macao have appealed to Mr. Hsu Sung-ching, the Minister of Civil Affairs at Canton, for permission to send delegates representing the Chinese interests in the British and Portuguese Colonies. Mr. Hsu has been appointed by Nanking to supervise the election of delegates for the Nanking session in Kwangtung. All delegates are requested to arrive at Canton before April 20th to be in readiness to proceed to Nanking.

SIX MONTHS SENTENCE FOR AL CAPONE!

(Continued from Page 1.)

Famous Tweed Ring. The following statistics, coming from an author born and raised in Chicago, are significant:

In 1928 there were 200 murders in New York City, with seven convictions. In Chicago there were 367 murders, 129 of which were either unsolved or the principals not apprehended. Of those arrested, 37 were acquitted, 39 received jail sentences, 16 were sent to insane asylums, 16 committed suicide, and 11 (gangster cases) were killed. There were no executions.

Capone, described as "temperamental as a grand opera star, childishly emotional," owes his success to the genius Bunton described as a genius for taking in huge sums. His story is not yet finished; he may become a political boss.

CANTON BANKNOTES

TO BE RESTORED TO PARITY.

Canton, Feb. 27. The Kwangtung Provincial Council met this morning and decided that silver exchange for Central Bank notes of all denominations will be resumed in the middle of March.

This is expected to have a beneficial effect on the value of the Central Bank notes, marking an important step by the Government to restore the notes to parity.

The local weather forecast till noon to-morrow is:—N.E. winds, fresh; generally overcast.

His Excellency the Governor has been pleased to recognize, provisionally and pending instructions from the Secretary of State for the Colonies, Mr. R. E. Farrel as Honorary Vice-Consul for Spain in Hongkong.

AMUSEMENTS OF HONGKONG.

AT THE
QUEEN'S Final Showings To-day
At 2.30, 5.10, 7.15 & 9.20.

BLACKMAIL



ADDED ATTRACTIONS

PATHE WEELY

FEATURETTE

The Army of To-day
The Diver

in
AN OLD WORLD GARDEN

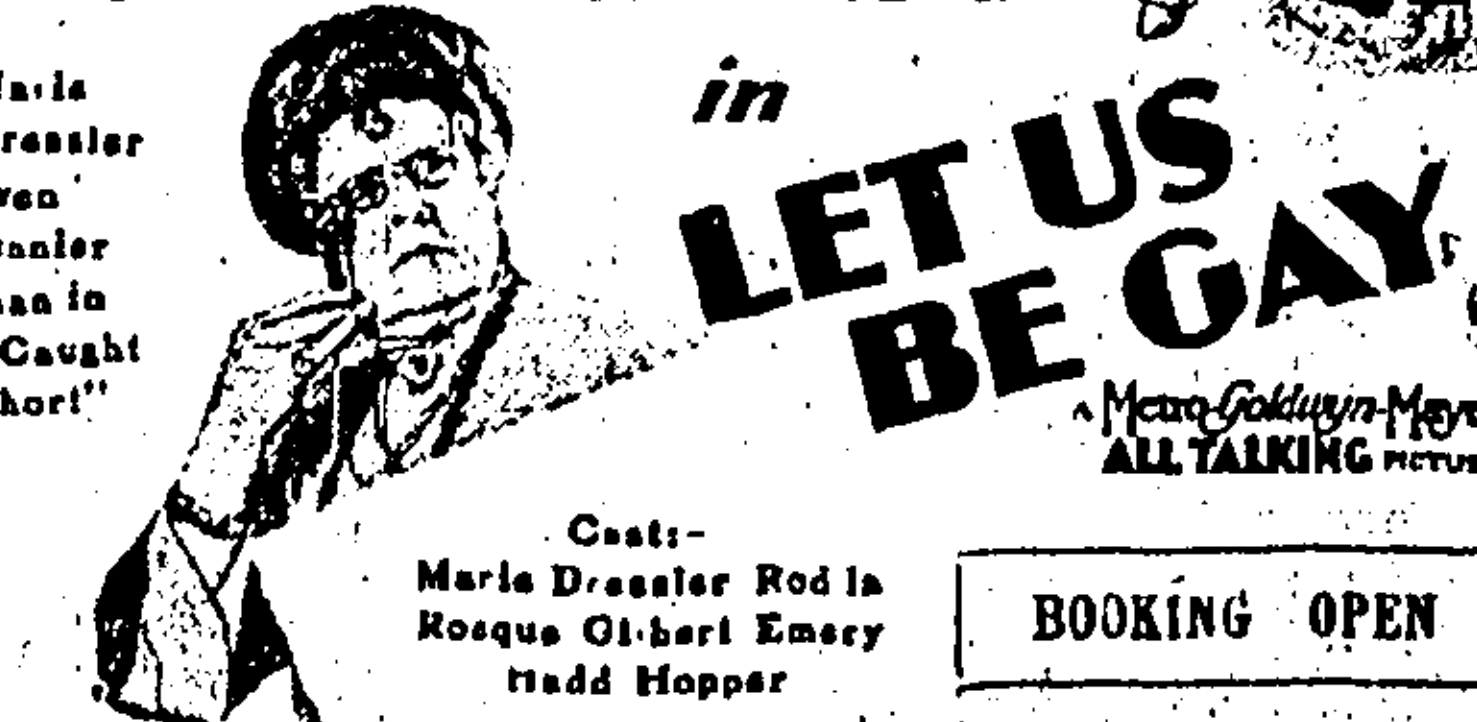
TO-MORROW

"Love? From
Now On I'm
Going To
Be Just Gay!"



Norma Shearer's Triumph!
The Season's Sensation!

NORMA SHEARER

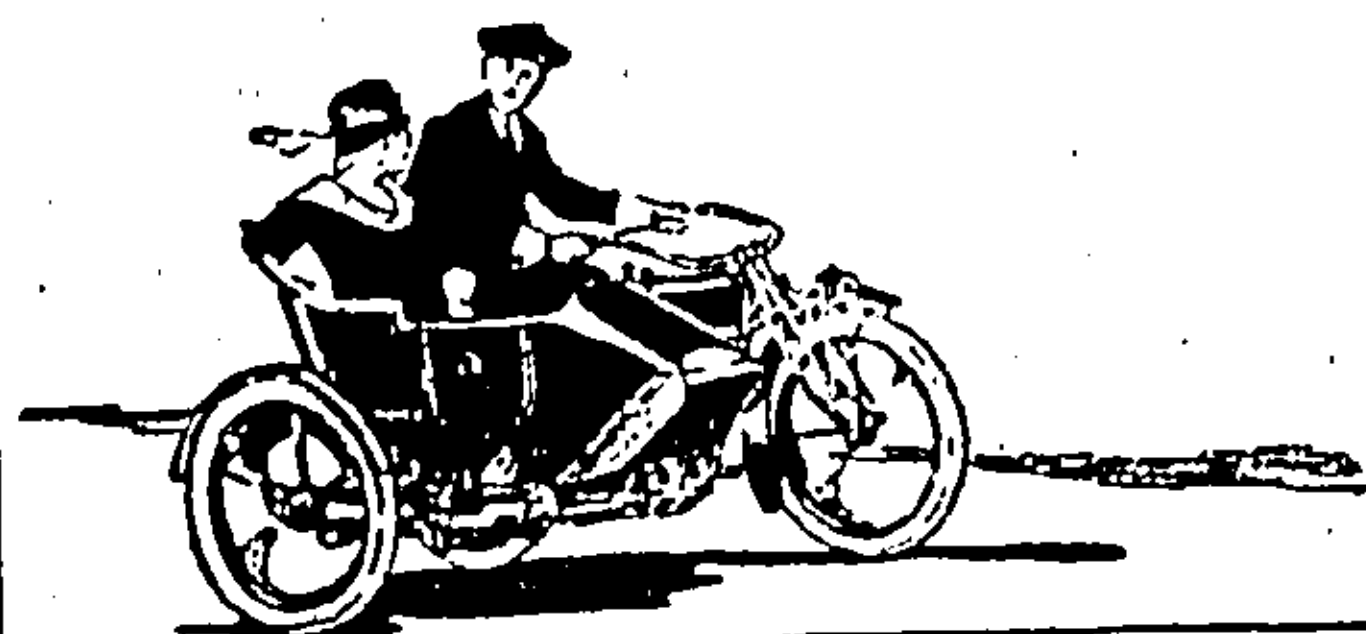


BOOKING OPEN

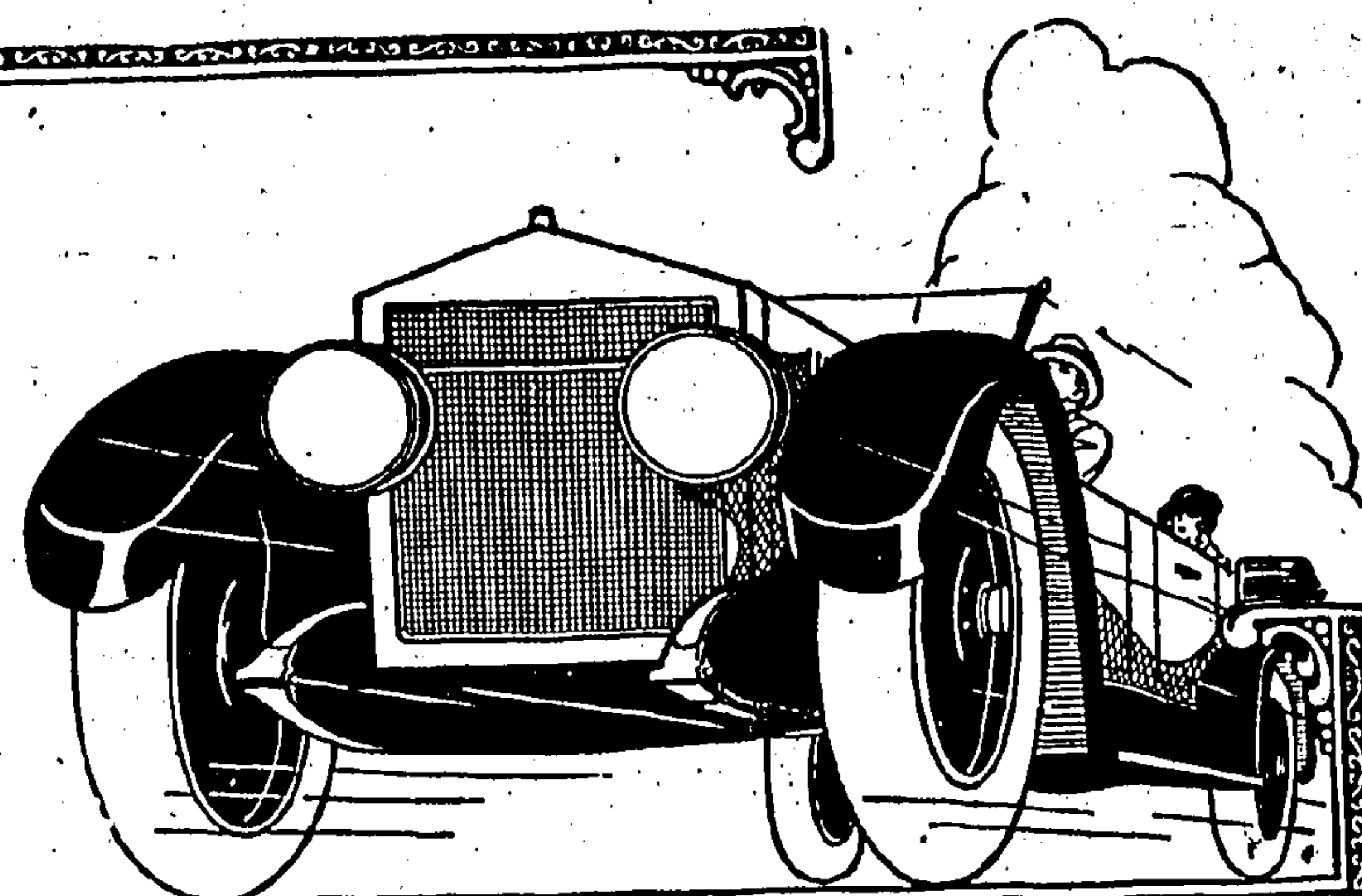


STAR
FINAL SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20

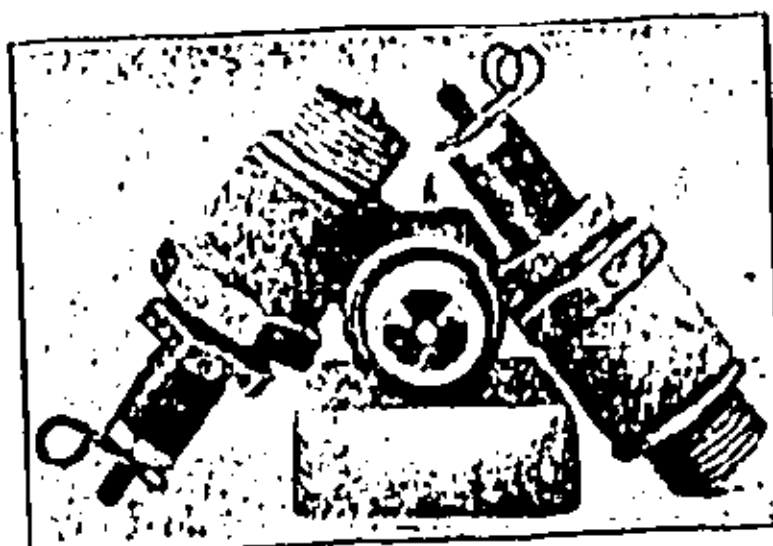
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 28th. FEBRUARY, 1931.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



Try
The Famous
K. L. G.



PLUGS
IN YOUR MOTOR CARS
and CYCLES

"FIT AND FORGET"

Sole Agents:—
The Hongkong Motor Accessory Co.
Bank of Canton Building
1st Floor.
Kowloon Branch:—
475, Nathan Road.
(Next to Yumati School).

FOR
ALL
CLASSES
OF

**MOTOR
Insurance**

WRITE
FOR
OUR
PROSPECTUS

China Underwriters,
Ltd.

HEAD OFFICE
Hongkong Bank Building,
4a Des Voeux Road Central.
Tel. 28121.

NOTICE

TO
ADVERTISERS
All advertising to be
inserted in this Motor
Supplement, must be
delivered not later
than 2 p.m. on the
Wednesday of the
week of publication.

Jose Mario Barone, intrepid
Italian war ace, who drove a veter-
an Studebaker car 20,000 miles
between Rio de Janeiro, Brazil and
New York City, has just incorpor-
ated his adventures in a book
entitled "Heart and Will Power."

CURRENT COMMENT

H.K.A.A. at the Races.

The Hongkong Automobile Association has made arrangements with the Jockey Club, whereby a telephone at the entrance to the Stands will be available to A.A. members to phone for their cars from the car park. At the latter place, one of the patrols will be on duty to answer calls, and send cars to the owners as required.

Annual Meeting.

The Annual Meeting of the Hongkong Automobile Association will take place on Friday, March 20th. It is hoped that members will keep this date free. Further details will be given next week.

Car Lighter Tickets.

The H.K.A.A. arrangement under which members have been enabled to secure books of tickets at a special concession in rates, for the transportation of cars across the harbour, has been revised, the charge now being \$15.00 per book of ten tickets. This revision was reluctantly accepted, but the scheme proved to be a decidedly expensive one inasmuch as a few members used very many more tickets than was ever anticipated by the Committee.

Killing Progress.

The serious dispute in Canton involving the authorities and the omnibus companies, is an unfortunate affair. It appears the Government servants, for some obscure reason, consider that they have the right to use public motor buses without paying fares, and although the companies concerned are apparently willing to carry Government employees in uniform free, they object to carrying official employees in plain clothes. Well they might, and we cannot even see that they should provide free transportation for uniformed people, excepting police on duty. Enterprise must be protected, and surely the Canton authorities realise that citizens who invest money in providing public transportation, and who pay taxes for the privilege, have every right to object to carry Tom, Dick and Harry free, just because they happen to be clerks in a Government department. The people who demand cashmere rides have a colossal check, and the sooner the authorities stop the practice, the better for the city.

Ford Exhibition.

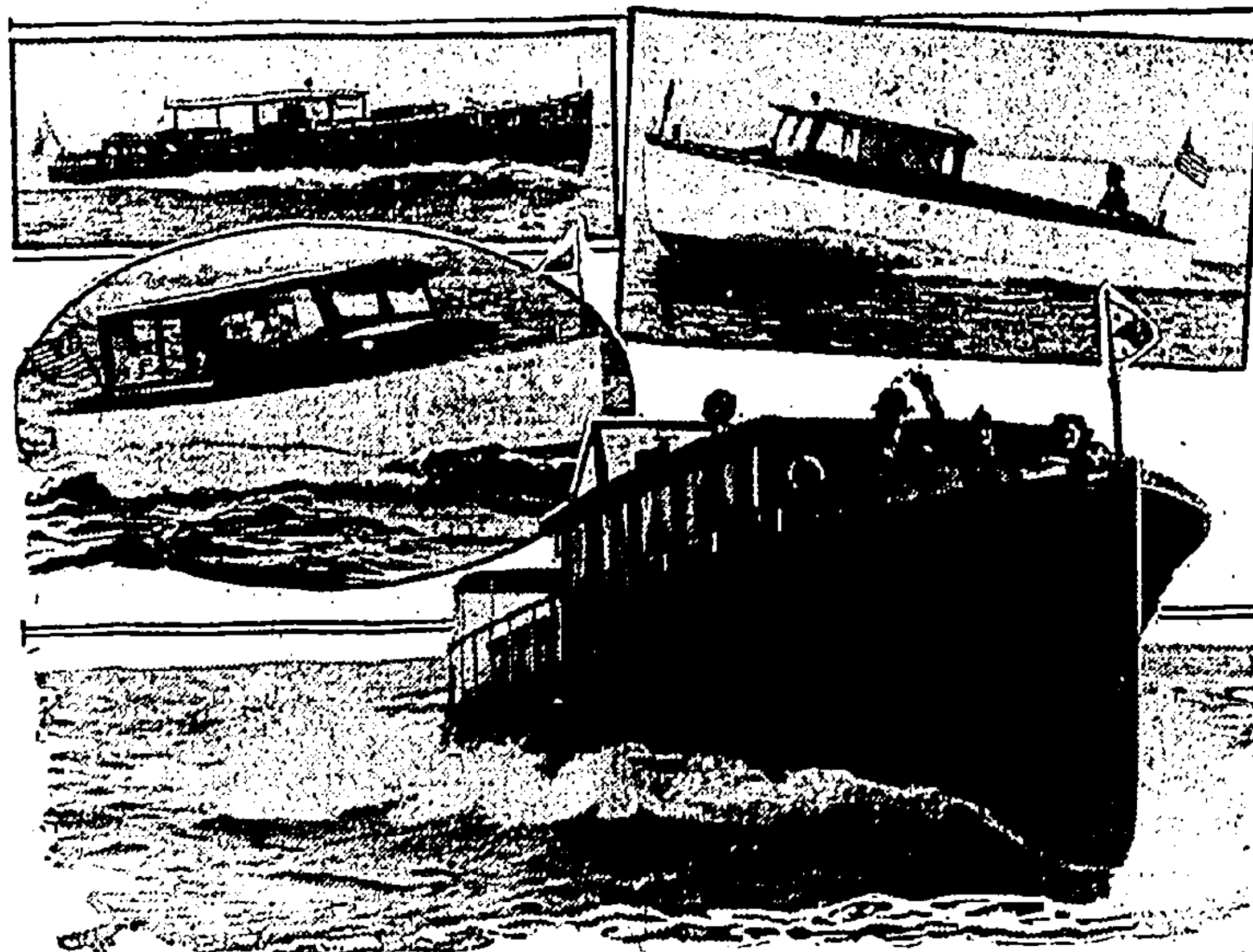
The Exhibition of the 1931 Ford models, now being held at the premises of the local agents, Messrs. Wallace, Harper and Co., Ltd., Nathan Road, Mongkok, is an event of much interest to local motorists. A number of the latest types are shown, and one is impressed with the transformation from the old Ford to these current models. Many improvements have been effected, and from every aspect, the modern Ford is in every way a most desirable vehicle. The "Roadster" is a particularly attractive car for those who prefer sporty types, while the other family models offer excellent value. As recently reported, a representative of the Telegraph tested one of the 1931 models from the foot of Garden Road to Robinson Road, and the fact that this steep and gruelling ascent was negotiated on top, speaks well for the reserve of power available. It should be noted by those who intend to visit the show, that special cars will be available at the Taxi stand, Kowloon, to convey visitors to and from.

FEDERAL AIR ROADS.

With the aid of federal funds, 9349 miles of federal aid highways were completed or improved in the United States during the fiscal year 1930.

MOTOR BOATING IN U.S.A.

(Special Report to the Hongkong Telegraph by Paul Harrison.)



New trends in the motor boat industry are indicated by the crafts pictured above. The 50-foot cruiser shown upper left is one of the two largest boats exhibited at the National Motor Boat Show in New York, and the 22-foot vessel seen upper right is one of the smallest cabin models. There is a vogue for the new-style family boats, like the 24-foot deck cabin type with a semi-enclosed bridge shown left centre. Below is a 48-foot cruiser built on the Pacific coast and shipped to New York by rail.

New York, Jan. 30.—The motor boat industry at last has come to the realization that power craft can be made for the middle-class millions as well as for millionaires, and that cruising can be a quiet family recreation as well as a speedy sport. As a result, at the National Motor Boat Show now opening in New York, the public is learning that it can do its Sunday pleasure driving and spend its vacations on the water at no more than the cost of roaming crowded highways.

The outstanding feature of the exhibition this year is the trend of virtually all manufacturers toward the small cruiser class of boat, selling between \$1500 and \$5000. No fragile shells are these, but well-powered, miniature floating cottages, marvels of compact design, with living and sleeping accommodations for four or more persons.

Built For Comfort.

The family cruisers are shorter than cabin boats have been in other years, ranging in length from 22 feet. They have sacrificed part of their speed for economy and stability, and can be operated at a total fuel cost of 6 cents a mile at 12 to 15 mile speeds. Manufacturers are pointing out that the midge cabin craft can be transported on automobile trailers during vacation trips and that it is even possible to live in them while portages are being made.

"Heretofore the industry has been going in for extremes—tending toward the fastest, the largest or the most luxurious boats," a show official explained. "But naturally these appealed only to the wealthy, and to sportsmen who wanted to skim the water at high speeds."

"Now it's apparent that there are thousands of families near enough to rivers and lakes and bays to enjoy these low-priced cruisers at about the cost of buying and maintaining an automobile."

Even the sporty runabouts, with speeds up to 55 miles an hour, have entered the low-priced field this year with smaller and somewhat less finely finished models. But all of these are in addition to the established lines of large, luxurious craft built for fast

commuting and extensive pleasure trips. Consolidated, present last year with a 55-foot cruiser, is showing a 50-foot this season to tie with Elco for the honor of exhibiting the largest stock model. They have double cabins, fore and aft cockpits, fully enclosed bridges, and can maintain 20-mile speeds.

Prices Reduced.

The outboards, sensation of the last two years, when they provided such a variety of boats and motors and brought out an electric starter, now have been made still more compact and efficient. The inboards these made on the runabout field were responsible for the latter's prices being slashed below \$1000 for the first time in history.

Johnson is offering an inboard model with outboard advantages—it drives and steers by the propeller, which also can be tilted up in shallow water.

Not all of the motor-less boats at the show are propelled by sail. Lee Hampton is showing a strange-looking craft made of two pontoons joined by a cockpit seating two persons. The operator, in rowing fashion, pulls and pushes on a plunger geared to a flywheel, which in turn drives a propeller. It is rated at 8 miles an hour, but if that isn't fast enough provision is made for both a sail and an outboard motor.

Seven well-known runabout builders are entering the cruiser market for the first time this season, most of them with low-priced models of less than 30 feet. Sea sled is making one of the smallest of the type, a 22-foot cruiser with optional power and a semi-enclosed bridge or cockpit and raised forward cabin.

Dec Wile, formerly a builder only of outboards and runabouts, is showing 24 and 32-foot cruisers. Chris Craft makes its first move from the all-mahogany field with four models of the conventional cruiser up to 24 feet. Ludington, formerly an outboard specialist, is present with a 30-foot cruiser. The Hackett Boat Company comes out with a cruiser-commuter driven by two 225-horsepower motors and capable of 42 miles an hour. It has a galley, washroom, lockers, an open cockpit aft and a driving cockpit forward.

Shipped by Rail.

A 48-foot cruiser built on the Pacific coast by S. Clyde Kyle was shipped to New York by rail when steamship companies refused to transport it because of its size.

Typical of the new-style family boat is the Elco Marinette, a 24-foot deck cabin type with a semi-enclosed bridge, open cockpit forward and fitted with complete living accommodations for four. Selling for about \$2300, it can be operated, it is claimed, for \$1 a day, on the basis of an annual average of 1000 cruising miles.

The figures, applicable to all cruisers of this class, are these: six months' storage—\$100; paint and varnish—\$100; gasoline and oil for 1000 miles—\$60; marine insurance—\$87.50; total—\$347.50.

It was only 26 years ago, when the first motor boat show was held here, that an artificial lake had to be constructed in old Madison Square Garden to prove to sceptical customers that engine-propelled small boats actually would float and run. To-day, according to the national association, there are more than 1,450,000 motor boats operated in this country.

Open New Field.

"The demand has always been here," declared a show official, "but the facilities have been lacking. Potential buyers found they would have difficulty in storing and mooring their boats, so they didn't buy them."

"Now, however, all over the country there are scores of waterfront reclamation and development projects. California will spend more this year and next than was spent in the entire United States in the past ten years. Practically every coastal and gulf city in the country has built, or is planning, piers and harbors for small privately-owned motor boats. St. Louis is going to spend some \$25,000,000 on two of these developments. Cleveland, Detroit and Chicago have extensive programmes. Boat clubs are booming in dozens of inland river cities."

"Manufacturers are finding that an almost entirely new field is being opened up by these improvements. For the first time they see small boats as a real rival of the pleasure car, and are even offering time payment plans to the nautically minded."

**1931
HARLEYS**

Another Shipment 1931
Harley-Davidson Combinations.

DUE FEBRUARY 13th.
For the "President Polk."

SEE THE NEW MODELS EARLY.
The Gascon Motor Co.
2, KWONG WAH ROAD. KOWLOON.
Tel. 56242

**THE
MOTOR UNION**

INSURANCE OF UP
Incorporated in England

(Under the auspices of the Automobile Association)

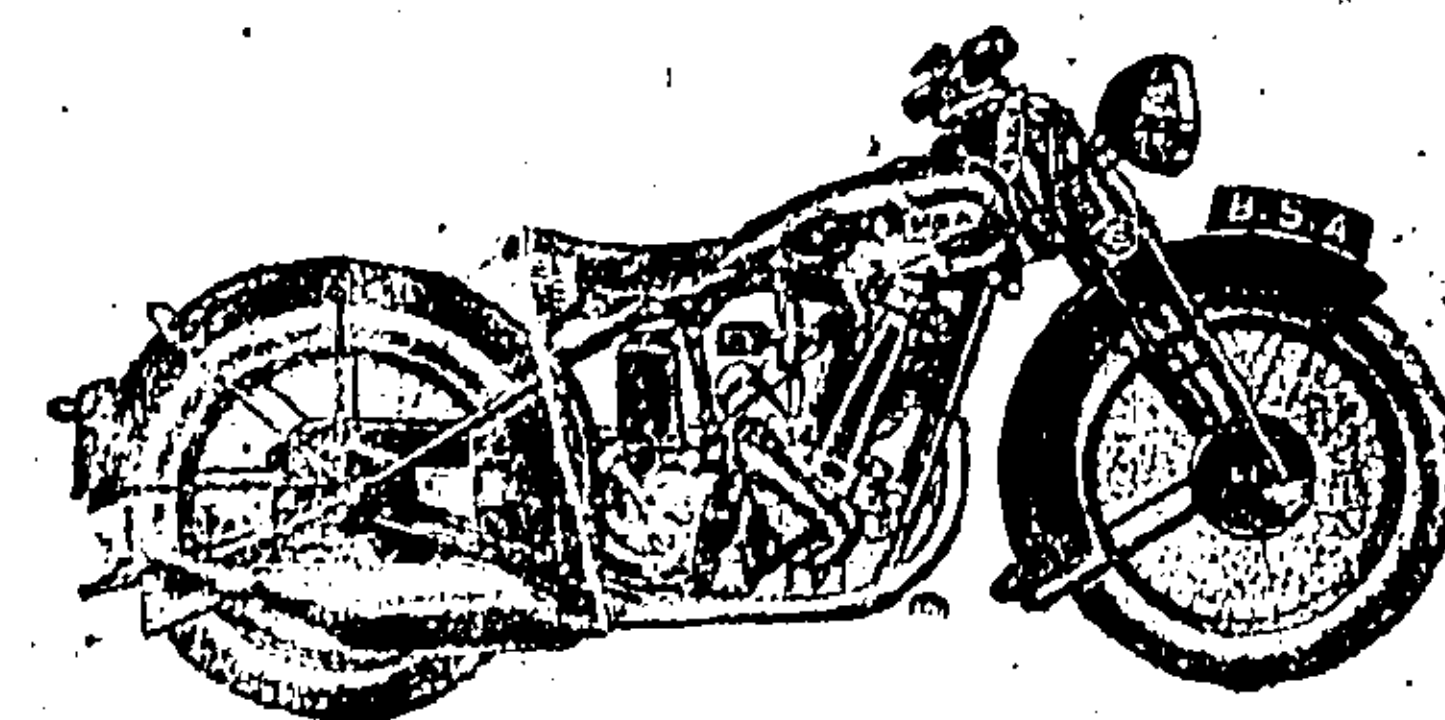
LIBERAL BONUS FOR CAREFUL DRIVING.

LOCAL AGENTS.

THE UNION TRADING Co., Ltd.
York Building. Phone 27738.

**Announcing the Arrival of
1931**

B. S. A.



**Greater Motor Cycle Value
than you have ever had**



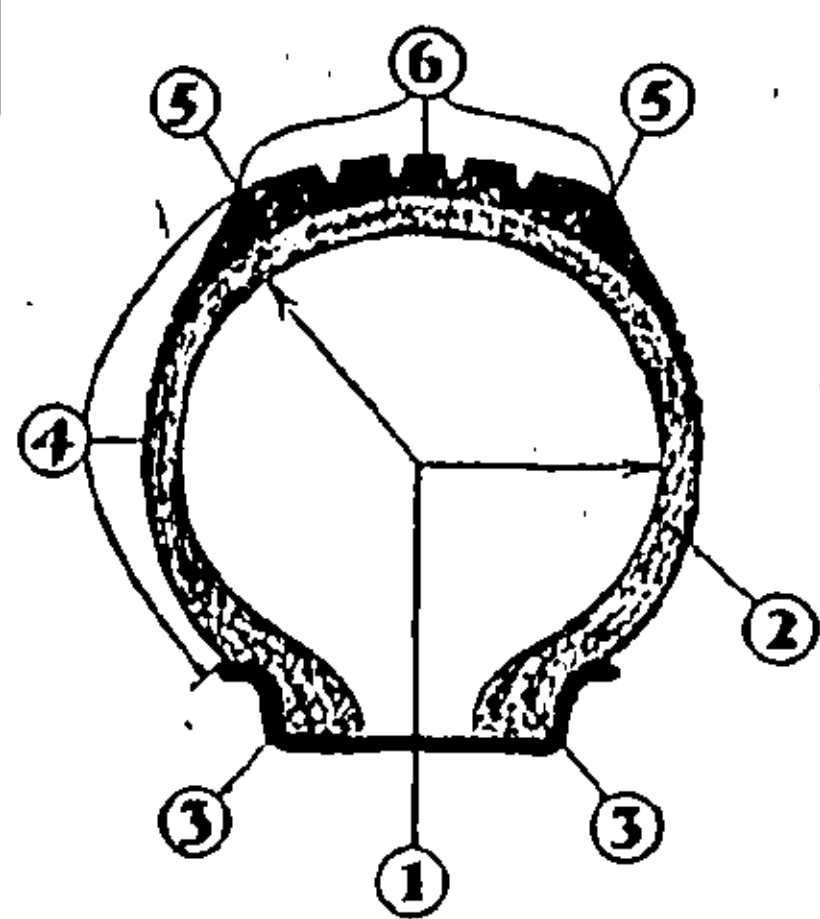
ADDITIONAL OUTSTANDING FEATURES:—
Instrumental Panel (as illustrated above); Two-Level Petrol Tap; Oil Pressure Gauge, etc.

**FOR POWER, SPEED, SILENCE, SAFETY,
ECONOMY AND RELIABILITY.**

Choose a B. S. A.

THE SINCERE CO., LTD.
SOLE AGENTS.

The most Conclusive Evidence of SUPERIORITY---



... this cross sectional diagram clearly illustrates 7 Points of Superiority which the Air-Flight Principle Tires by Fisk alone can offer you.

The De Luxe, Rugged and Fisk, each a First Quality. Fisk, embodying all of the exclusive improvements of the new Air-Flight Principle of tire construction. They represent the utmost that your tire money can buy in their respective price fields. Their larger air-chamber, carrying more air at a lower pressure—their carcass, constructed of Fisk's patented and exclusive All-Cord—their flexible sidewalls of live rubber—their streamline tread, multiple cable head and greater road contact—the combining of all these new and exclusive features result in still another—The Air-Flight Balance.

FISK'S 7 POINTS OF SUPERIORITY

1. Larger Air Chamber
Carrying more air at a lower pressure—brings a new and far better interpretation of riding comfort—allowing your car to ride easy on the road and more on the air.

3. Multiple Cable Head
Multiple Cable Head gives added strength at the rim while increasing sidewall flexibility.

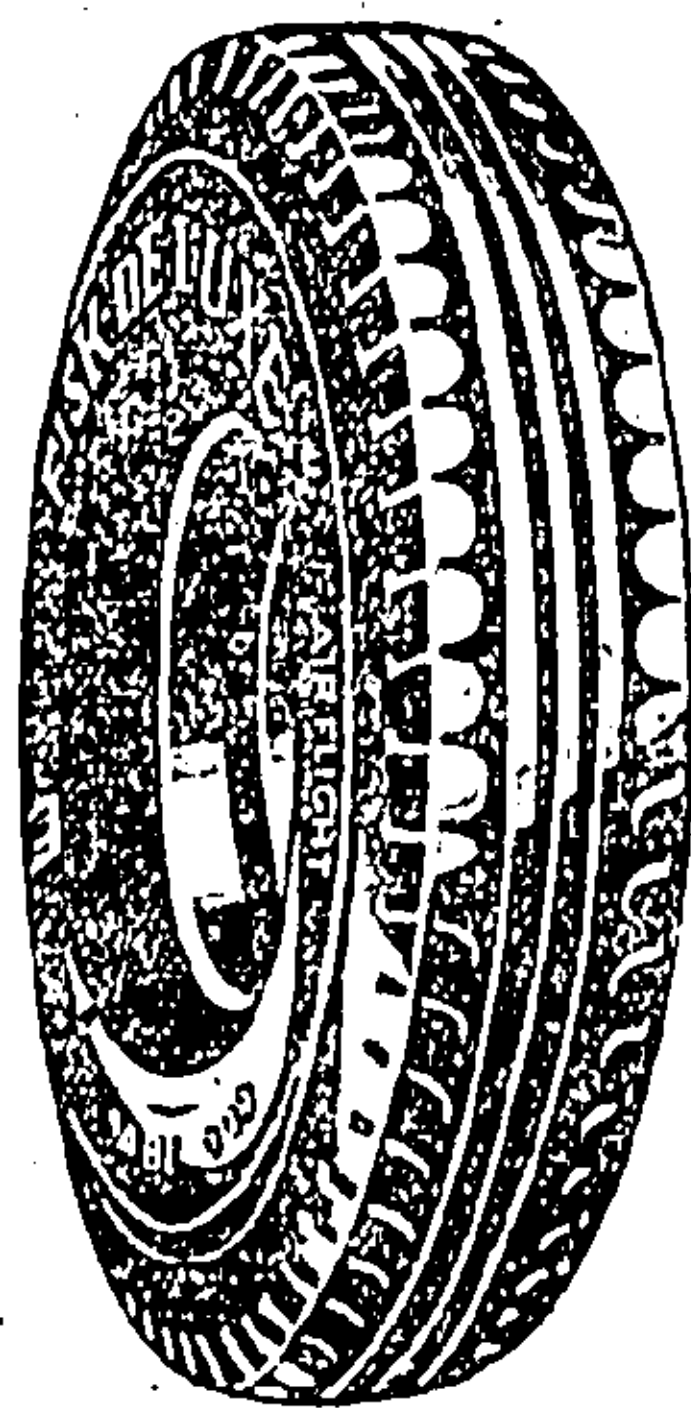
5. Streamline Tread
The rim width of the streamline tread eliminates the useless over-hanging tread rubber and allows greater air cushioning.

7. The Air-Flight Balance
The newly perfected balance between air and materials achieves the maximum of air cushioning and mileage.

2. All-Cord Process
A patented Fisk development which reduces internal friction and adds strength without rigidity or weight.

4. Increased Flex Area
Increased length of Flex Area at sidewall provides greater use of the air cushion.

6. Greater Road Contact
Results in better and more lasting non-skid qualities and assures you of Safe Traction at any speed.



Sole Distributors:
GILMAN & Co., Ltd.

Telephone 28011.

4a, Des Voeux Road, C.

HUGE BRITISH AIRCRAFT.

Handley-Page Carries 38 Passengers.

NOISE GREATLY REDUCED.

First flights of the largest passenger-carrying land airplane in the world, the Handley-Page type 42, herald incalculable developments in commercial flying, writes Rolfe Baltzell to the New York Herald Tribune.

One or two marine air giants are larger but even in nature the sea-supported creatures grow to greater sizes than the biggest land beasts. So in aviation, leviathan promises always to excel the mammoth in bulk.

This new giant, however, is docile and easily controlled. Four engines, each developing a maximum of 600 horse-power, drive it within a few seconds to a speed at which the immense biplane's wings, the upper pair measuring nearly 140 feet from tip to tip, lift it from the ground.

Rises in Seven Seconds.

Hannibal, the first of eight giants, piloted by Squadron-Leader T. H. England and Captain J. H. Cordes, and laden in the fuselage with the comparatively light burden of three tons of scrap iron, rose in the space of seven seconds and, with the engines running at cruising speed, moved through the air at 117 miles an hour.

It was flown on various combinations of engines, the pilot throttling down to idling point first on one motor and then another. On the ground skilful control of the engines and the use of wheel brakes enable the pilot to handle the machine as easily as a small light airplane. In the air safety "autosol" wings insure a full range of control and assist in making landings in a restricted area.

The aircraft's total weight when fully loaded will approach thirteen tons. Its maximum speed is 129.5 miles an hour, and it is capable of cruising at 105 miles an hour. The paying load—passengers, mail and urgent freight—will total in weight 8,100 pounds, far greater than that borne by any other air liner yet built.

Comfort Predominant Note.

Comfort is a predominant note in the design. The fuselage,

80½ feet long, contains two luxurious saloons connected by a corridor along which are a toilet compartment and refreshment buffet on one side and a large mail and baggage compartment on the other. Eighteen passengers are accommodated in the forward compartment and twenty in the aft saloon. In the latter smoking will be permitted. The saloons are each about seventeen feet long and seven feet high.

In addition to the accommodation for thirty-eight passengers provision is made for two pilots and a stewardess with a steward presiding at the buffet.

Noise reduction, hitherto thought impossible, is gained in this big new craft. The saloons are outside the vertical plane of the propellers and engines, which is the region where there is the greatest noise. Further, there is no engine in the nose of the fuselage to transmit possible vibration and "drumming" through the cabin structure. The motors are mounted in the front (or leading) edges of the wings, well away from the hull.

Fuselage of Metal.

The main part of the fuselage is constructed of metal, eliminating noise caused by the flapping of the usual fabric cover, with an inner skin of wood. Between the metal and the wooden skins is a padding of sound-insulating material. The floor is thickly carpeted. At full speed the passengers should experience no more noise than in a Pullman car on a crack train to Chicago.

Despite its great size and power, the machine is exceptionally quiet in flight. When in flight over Radlett Airfield, in Hertfordshire, where Handley-Page aircraft are assembled and flown, the Type 42, with its four powerful Jupiter aero-engines, seemed to spectators on the ground quieter than a small single-seater training plane which was aloft at the same time.

Eight of these huge craft have been ordered by Imperial Airways for the operation of its European and empire services, at a total cost of more than £200,000. The first of the fleet will be placed in

service early next year, on the completion of exhaustive trials.

Two Types Designed.

Actually, there are to be two types of the machine. One, which will be known as the "western" type, is to be used on Continental air routes and also on the European sections of the main Imperial Airways lines to Africa and India. It will carry a full complement of forty-two persons, including the crew. The second type is the same as the first, except for interior arrangement and will be called the "eastern." The slight changes made are to give a greater mail-carrying capacity. In this type the passenger accommodation will be reduced somewhat to allow for semi-tropical conditions and in order to make room for a greater load in mails and freight.

Although negotiations are now going on in America with Pan-American Airways for a joint trans-Atlantic airmail with Imperial Airways, the British company is chiefly concerned at present with providing reliable air communication within the empire, and all other air routes are regarded as secondary.

FROM ICELAND.

The British Consul in Ireland has just placed an order for three of the latest Morris steel-framed, asbestos-panelled motor houses.

Incidentally, a very economical form of packing has been devised for this popular product, by means of which the complete motor house (in marked parts ready for erection) can be shipped at small cost.

VALUABLE RESULTS.

Since safety education work for the prevention of accidents to children was first undertaken eight years ago, the ratio of child traffic fatalities has been decreased nearly 30 per cent., according to the National Automobile Chamber of Commerce.

Highway grade crossing fatalities, which have increased alarmingly in the United States during the past five years, dropped off about 14 per cent. during the first six months of 1930. The total for the six months is 962 deaths.

LEAVE CARS.

Advantage of the "Buy-Back" System.

A SIMPLE MATTER.

There is no doubt that when planning a trip to England one of the most necessary details to take into consideration is the question of having a motor car at one's disposal in order to be able to tour through the incomparable scenery that abounds throughout the British Isles.

Many people hesitate to obtain a car as they are not familiar with the details that are required to make this a really simple matter.

In order to assist the travelling public as much as possible, our associate members Messrs. Leave Cars Limited have made arrangements in order that a prospective traveller can arrange to have a car of any make at his disposal either on arrival in England, or at any date that he may set. The service rendered by Messrs. Leave Cars Limited is such that the traveller need not bother himself about any details whatsoever as every point is taken into consideration for him and the desired car is delivered ready to take the road with all the licences, taxes, insurance and every other detail that the traveller may require. Including if necessary shipping the car to the Continent, arranging Customs and other details without the slightest trouble or delay.

Cars can be bought either outright or on the instalment system, and at the same time it is easy to make arrangements to have a guarantee-repurchase value settled at the time of making the original purchase, thereby enabling the traveller to adjust his travelling expenses within a very small amount.

In order to facilitate matters Messrs. Leave Cars Limited have appointed Messrs. James A. Backhouse Ltd., as their sole representatives for this district and full details can be obtained from the latter and complete arrangements made as above mentioned.

Many people who travelled to Europe last year employed the services of this firm and are highly satisfied with the service given them.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

DEAL DIRECT.

THORNYCROFT

SIX-CYLINDER COACHES & OMNIBUSES MOTOR VEHICLES

Pioneer Manufacturers of Commercial Motor Vehicles



4 or 6 Wheels
4 or 6 Cylinders
30 Cwt. to 10 Ton Loads
20 to 70 Passengers

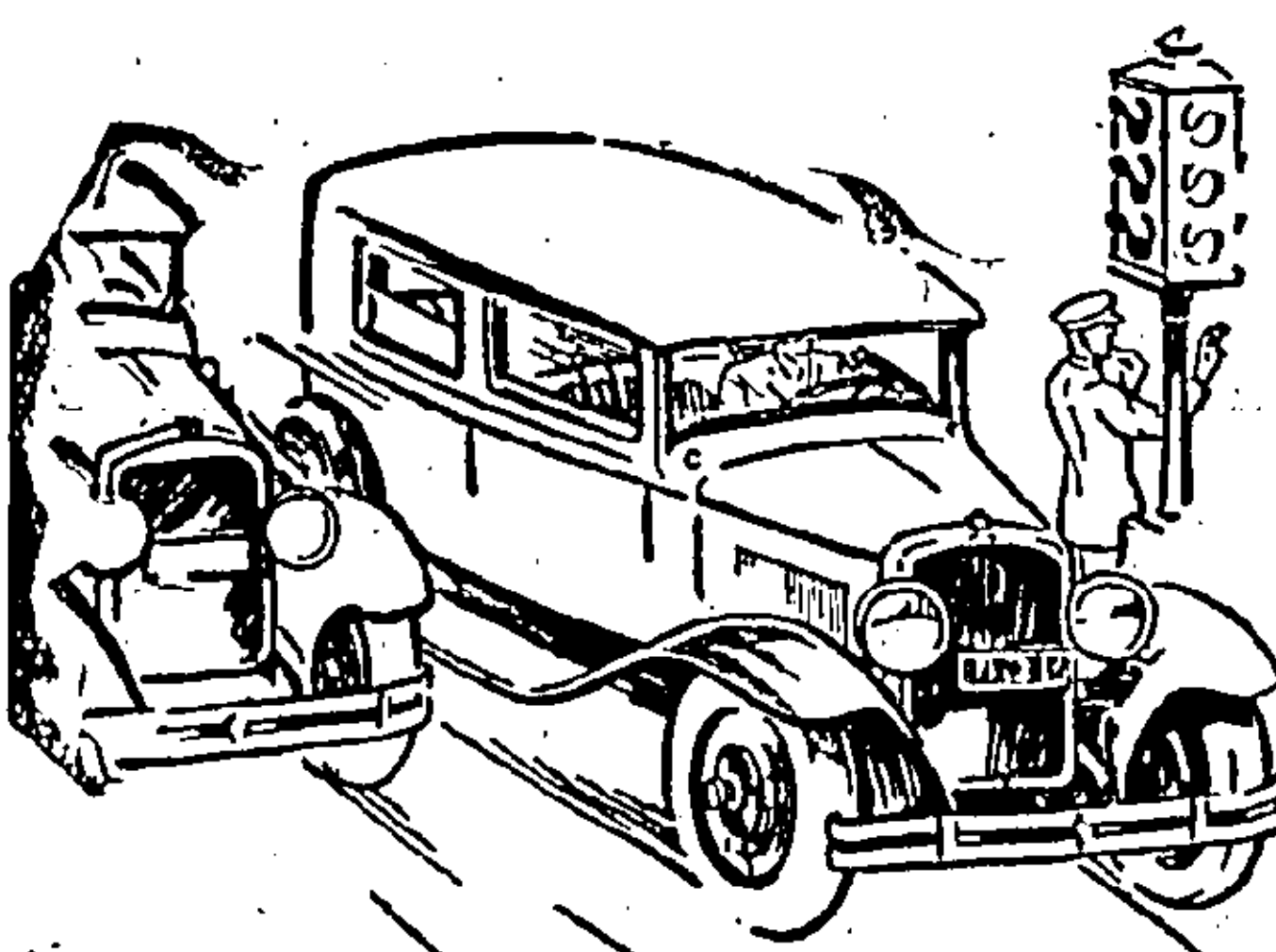
JOHN I. THORNYCROFT & CO., LIMITED

Pioneer Building, Nathan Road, Kowloon.

TEL. 56752.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

"Why John—just look how easily and quickly we have left the traffic behind. We have a clear road ahead."



"Yes—the new Buick Straight 8-in-a-line is certainly the most thrilling car I ever owned—and I've paid thousands of dollars more for higher priced cars. It's just like Buick to build a car like this."

The reason for Buick's phenomenal performance is found in its new eight-in-a-line valve in head motor—its new and improved synchro-mesh transmission—and 36 other outstanding new features and advantages.

But with all this power and speed—Buick is immediately responsive to the slightest touch of its new steering mechanism and under the perfect and safe control of its big, powerful, smooth four-wheel internal expanding brakes.

May we give you a free demonstration ride?



114' Wheelbase Buick Models...G\$1,530 to G\$1,655
118' Wheelbase Buick Models...G\$1,820 to G\$1,930
124' Wheelbase Buick Models...G\$2,160 to G\$2,195
132' Wheelbase Buick Models...G\$2,160 to G\$2,705

The New

BUICK 8

The Eight with Buick's Prestige

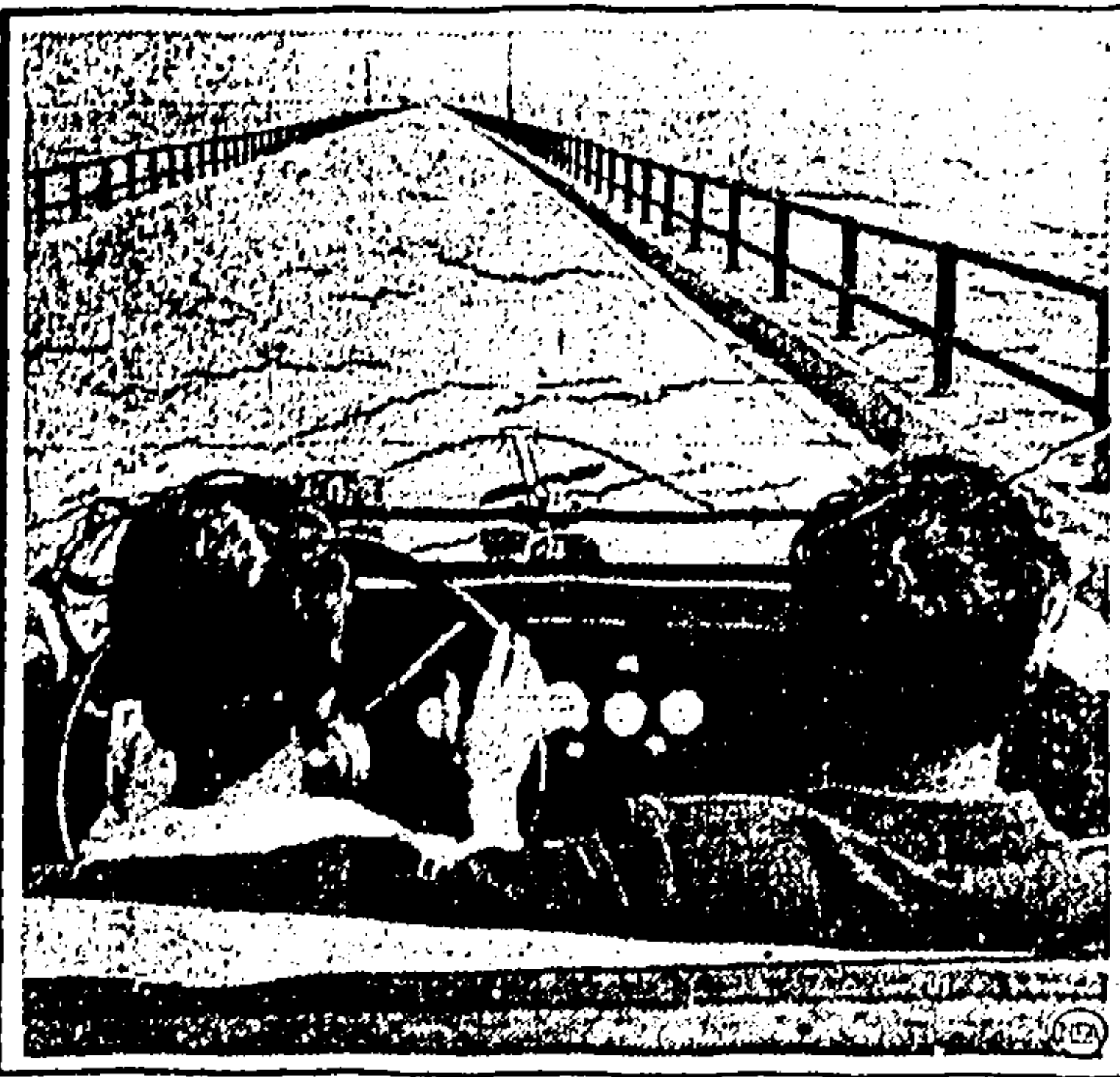
THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE 30228.

35, WONG HAI CHUNG ROAD.

HAPPY VALLEY.

AHOY! FULL SPEED AHEAD!



When motorists drive across this concrete highway, which is part of the new James River Bridge connecting Newport News and Norfolk, Va., the natural tendency is to open up the old car and see how many miles—or knots—she'll do. The bridge crosses four and a half miles of water, and is said to be the longest highway bridge in the world. It was constructed at a cost of \$6,000,000.

ANOTHER TRY.

Captain Malcolm Campbell, England's race driver, is to take another shot at the world's automobile speed record at Daytona Beach, Fla., this year. He has a special car under construction with which he hopes to break the record.

ADOPT ORDINANCE.

About 800 towns and cities in the United States have adopted the model municipal traffic ordinance prepared by the National Conference on Street and Highway Safety a few years ago.

MOTORIZED FARMS.

In the last 10 years the number of motor vehicles on farms in the United States has increased 250 per cent; from 2,285,581 in 1920 to 5,677,500 in 1930.

TUNNEL UNDER TOWN.

Newcastle Calif., Jan. 24th.—Newcastle, one of the original small towns of early California, is being modernized.

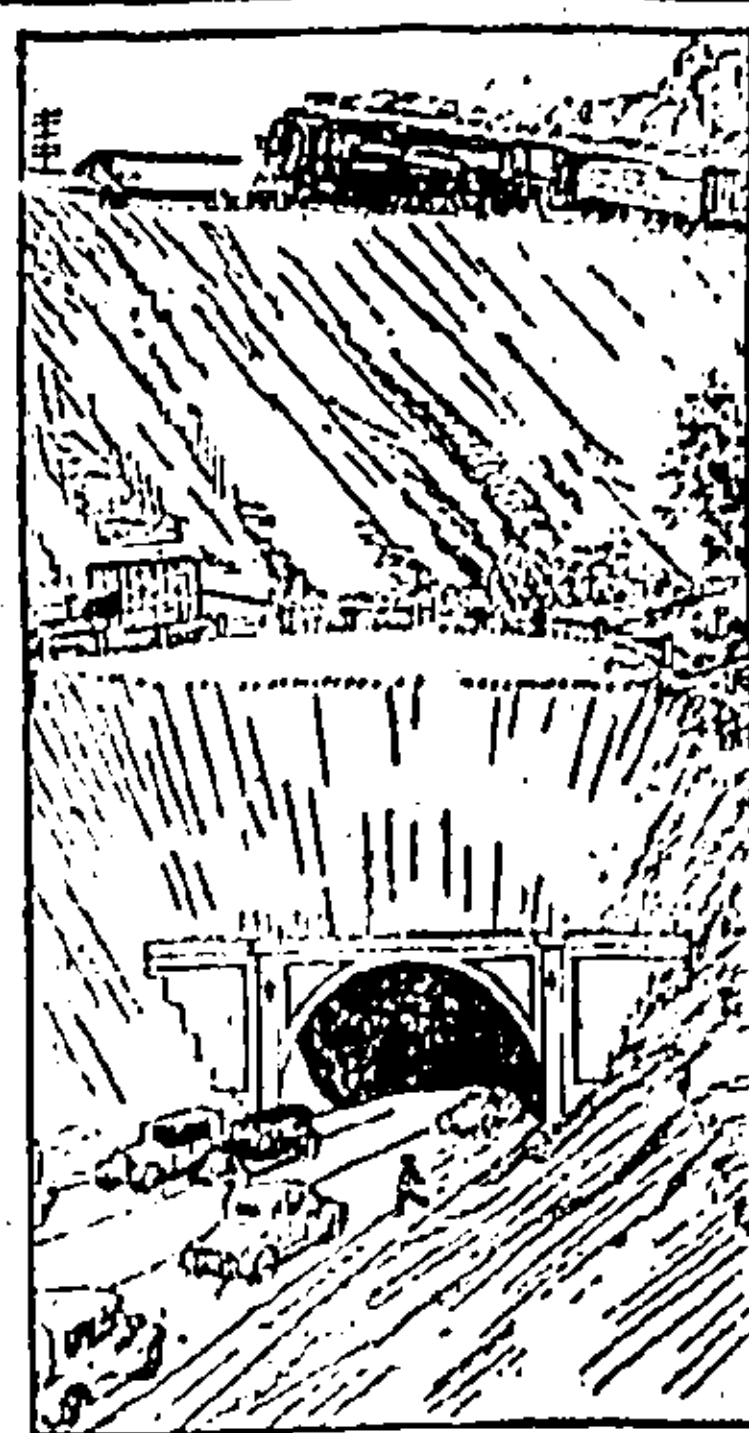
Its streets turn and twist and do not lend themselves to super-highway construction. So the best thing to do to aid traffic, it has been decided, is to tunnel underneath the town.

As Newcastle is situated on a high knoll, and arranged as it is, the cost of straightening and widening streets probably would equal the expense of a highway tunnel and would have necessitated wiping out nearly all of the city. The tunnel, it has been agreed, would do more toward helping the city than new roads constructed through it.

The tunnel will be 531 feet long when completed, undermining part of the town. The present water and sewer system must be entirely changed and several houses moved before construction can proceed. It will cut off about 1450 feet in going through the city.

Preliminary borings already taken indicate that its entire length will be in solid granite, 85 feet below the base of a railroad bed which will run overhead.

The roadway of the tunnel will be 30 feet wide, approaches on both sides being 46 feet in width. The centre line clearance of the tunnel is 20 feet 9 inches. Three types of lining will be used. They



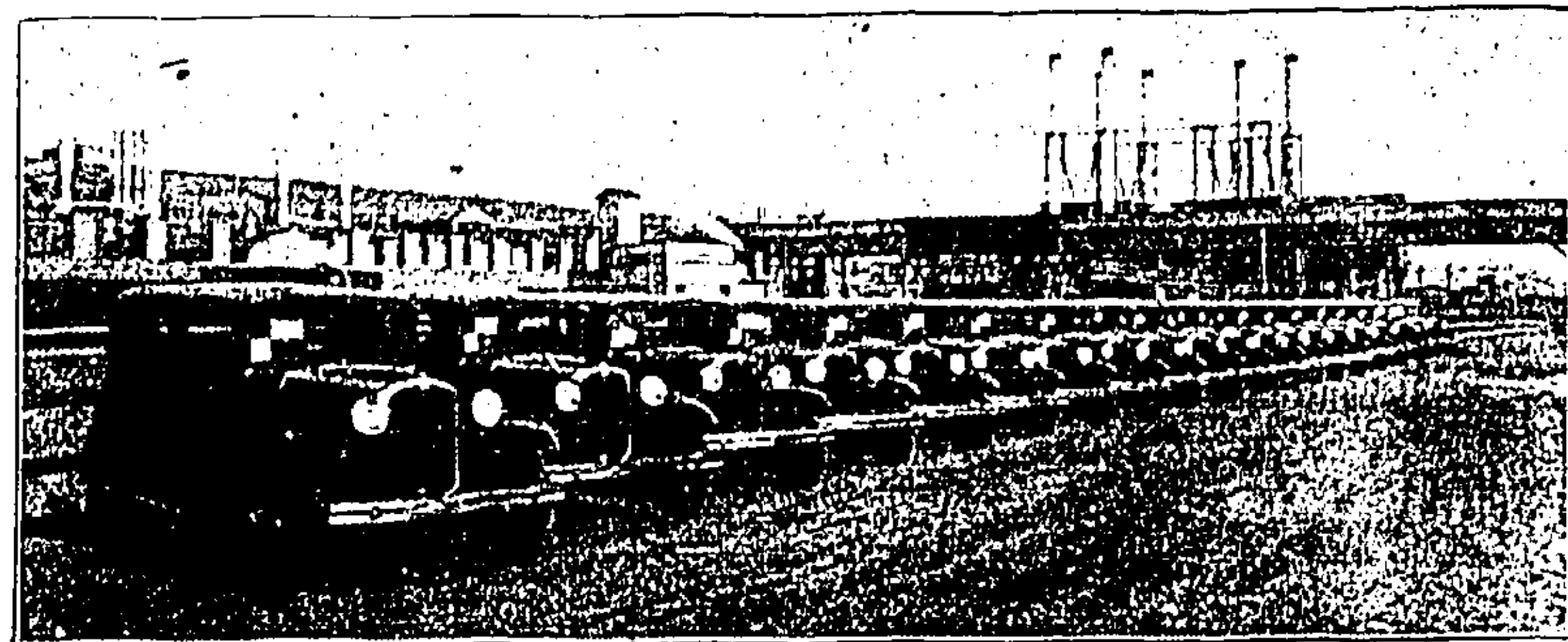
Sketch showing construction of new tunnel passing under an old highway and railway at Newcastle, Calif.

will be concrete, and heavy and light redwood timber.

Total cost of the project, including tunnel and highway approach, is estimated at \$25,000.

Work on the project is expected to be completed next May.

FORDS FOR U.S. ARMY WORK.



Shown above are twenty-seven Fordor Ford Sedans recently delivered to the War Department for the use of the army in various posts throughout the United States. The cars are finished in the olive drab so familiar to every former doughboy.

**\$3,300 HONGKONG!!
CURRENCY !!**

FIAT 520

SIX-CYLINDERS!

TRUMP THAT!

Arrange for an early demonstration.

Service Station
FIAT GARAGE
and
LANCIA GARAGE
Hennessy Road.
Tel. 24841.
Tel. 23557.

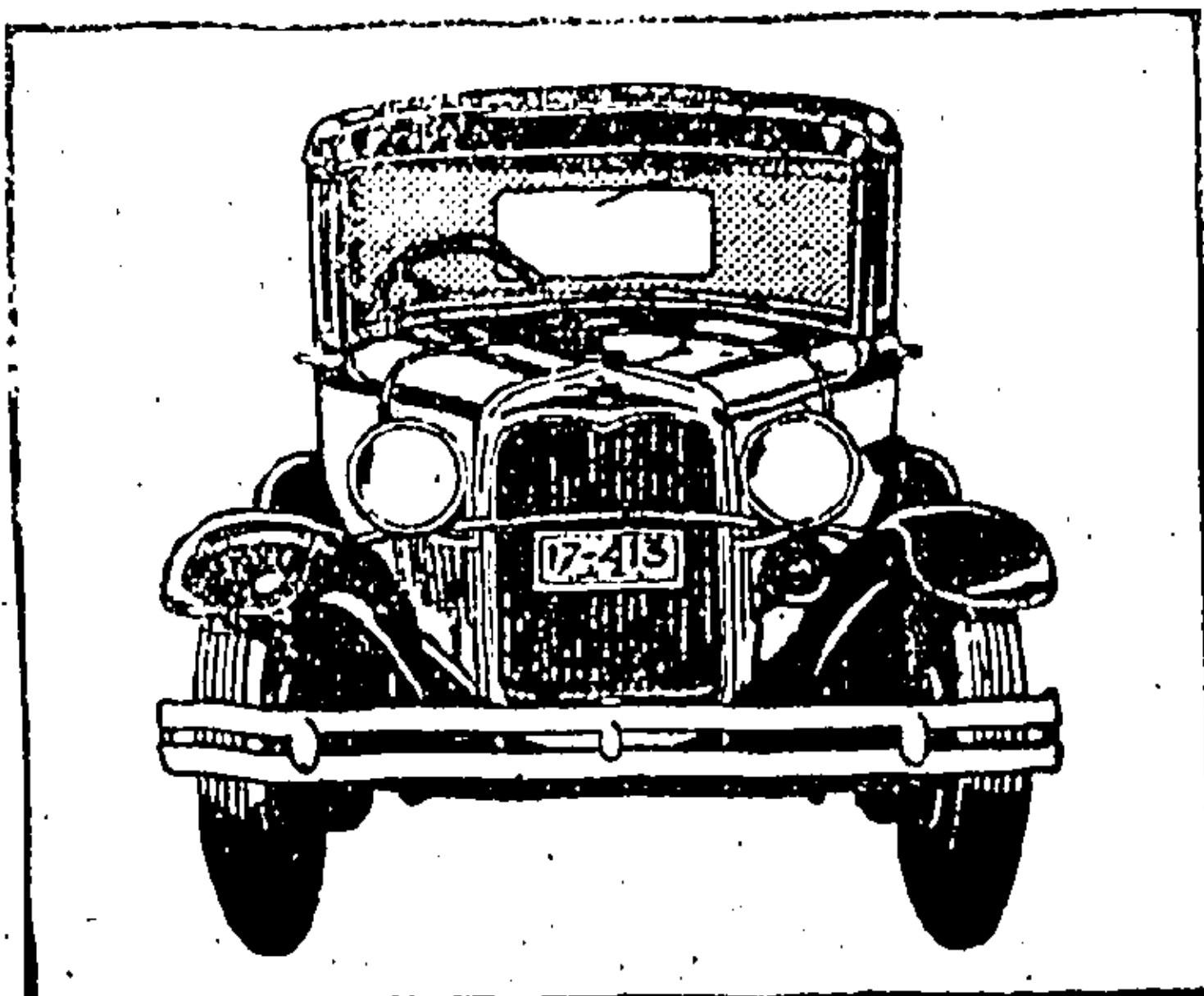
A. GOEKE & Co.
Tel. 22221.
FIAT
AGENTS.

Spare Parts Dept.
CHINA BUILDING
Fourth Floor.
Tel. 22221.

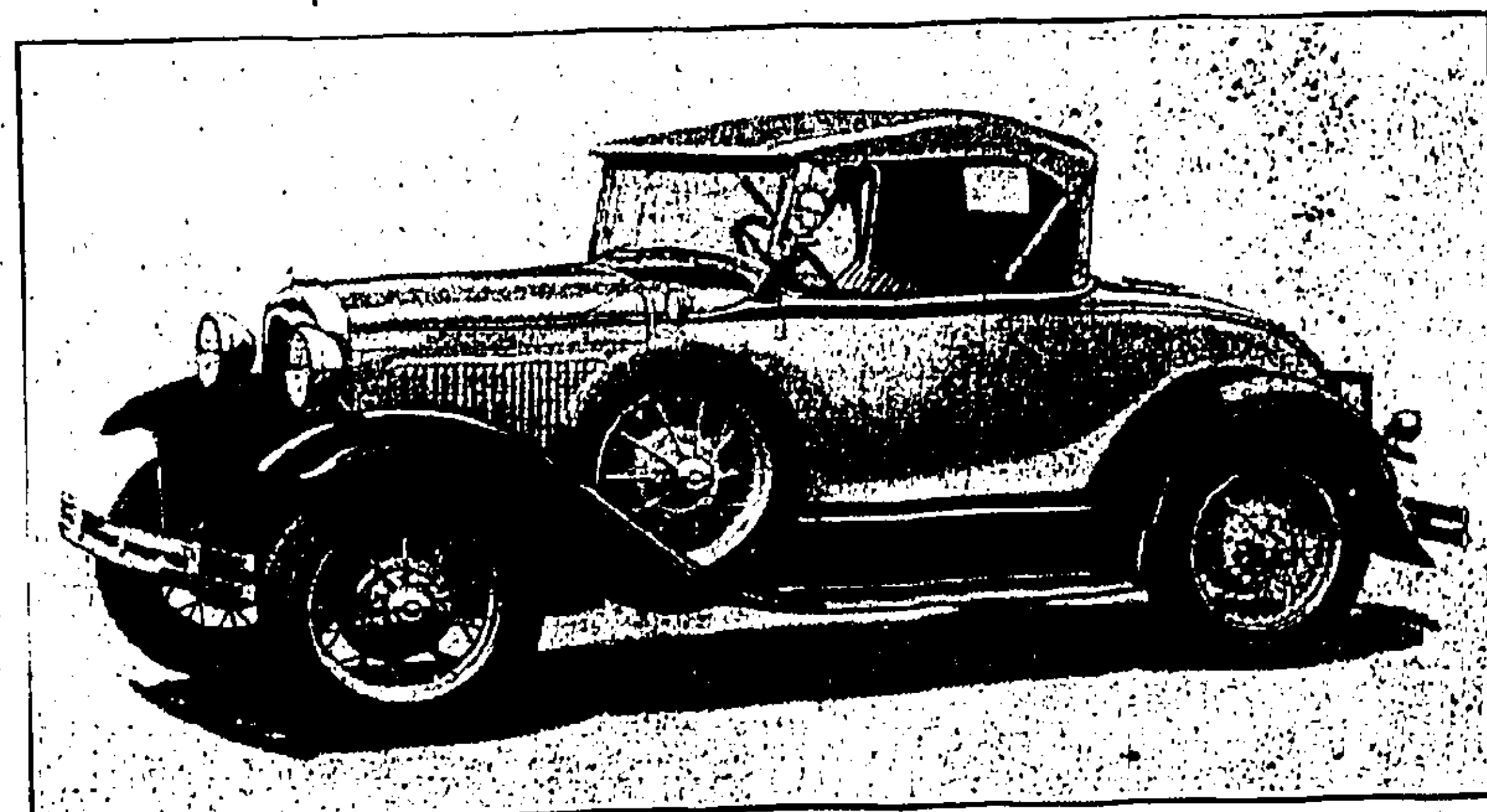
FORD EXHIBITION

NOW ON

LATEST TYPES ON DISPLAY



New Rustless Steel.
New Streamlines.
New Roomy Bodies.
New Larger Fenders.
New Deeper Radiator.
New Smaller Wheels.
New Larger Tires.
New Colours.



Another great forward step in the history of the Ford car has been taken. For the new Ford bodies are being officially introduced and a new beauty brought within reach of every one.

Take a little while to-day, therefore, to visit the showrooms of your Ford dealer and see these beautiful new Ford bodies. Note the new roomy interiors, the new deeper radiator, the new hood and cowl, the new fenders, the new streamlines, the new wheels and tires, the Rustless Steel used for exposed metal parts—everything that contributes to this new beauty for the new Ford.

To understand the Ford policy of giving "Value Far above the Price," come and see for yourselves.

FORD EXHIBITION NOW ON

AT

WALLACE HARPER & COMPANY, LIMITED.

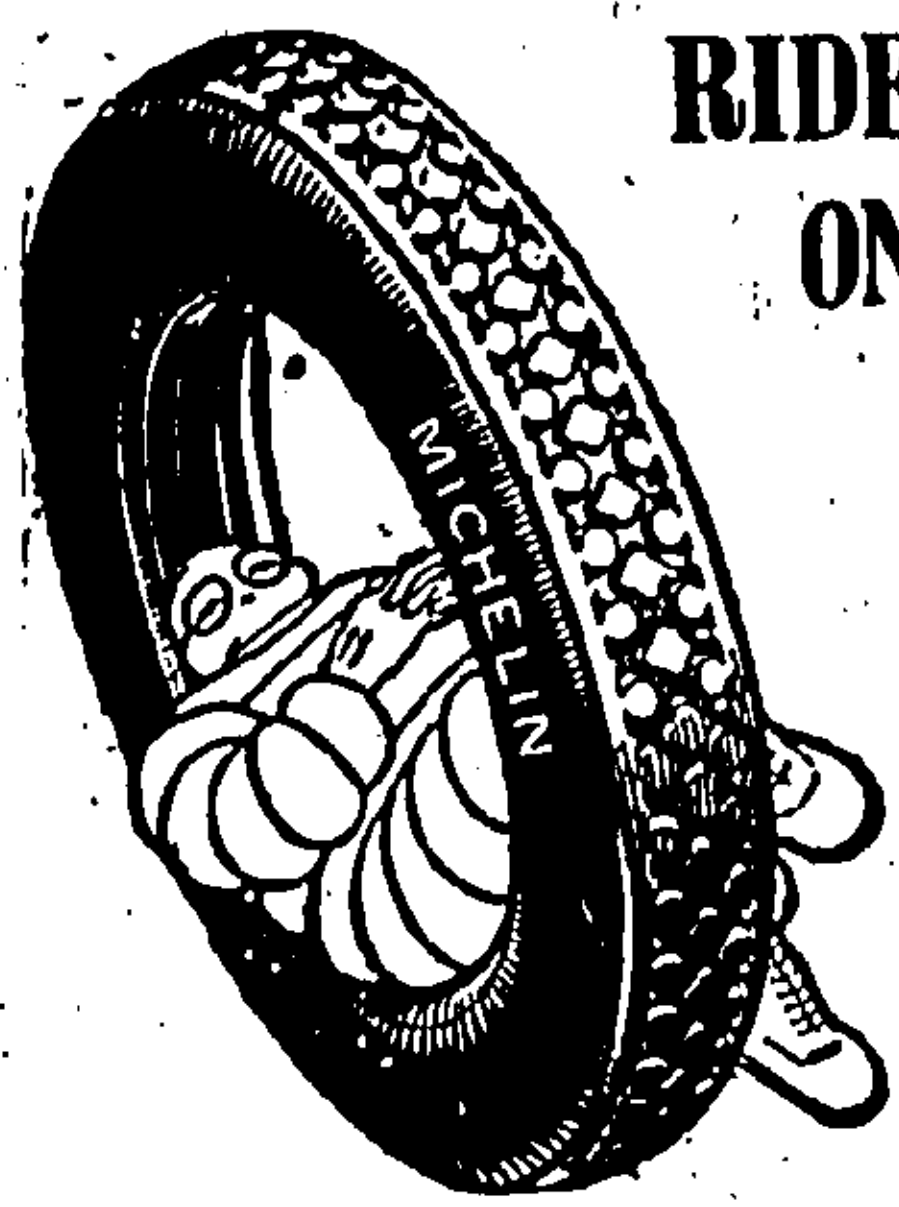
745, NATHAN ROAD, MONGKOK, KOWLOON.

Telephone 58016.

AUTHORIZED DEALERS.

FORD MOTOR COMPANY, EXPORTS, INC., SHANGHAI.

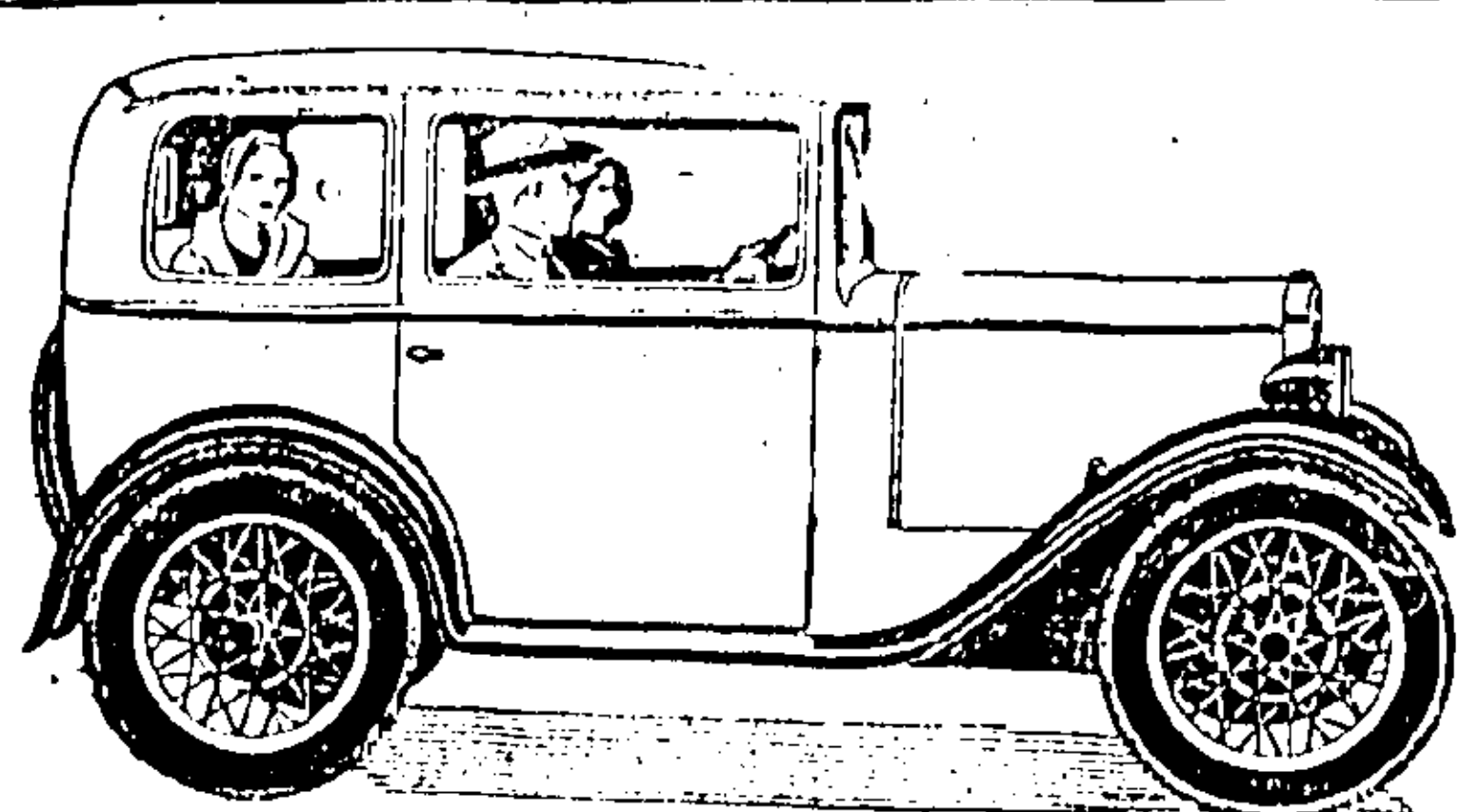
Buy only Genuine Ford Parts and bring your car to authorized Ford Dealers for service.



RIDE CONTENTEDLY ON MICHELINS

Distributors:
A. GOEKE & CO.
4th Floor,
China Building.

Depot
FIAT GARAGE
Tel. 22221.
Tel. 24821.



Unseasonable Weather!
Worthless Dollar!
No Trade!
Increased Taxation!
Absurdly high cost of Living!

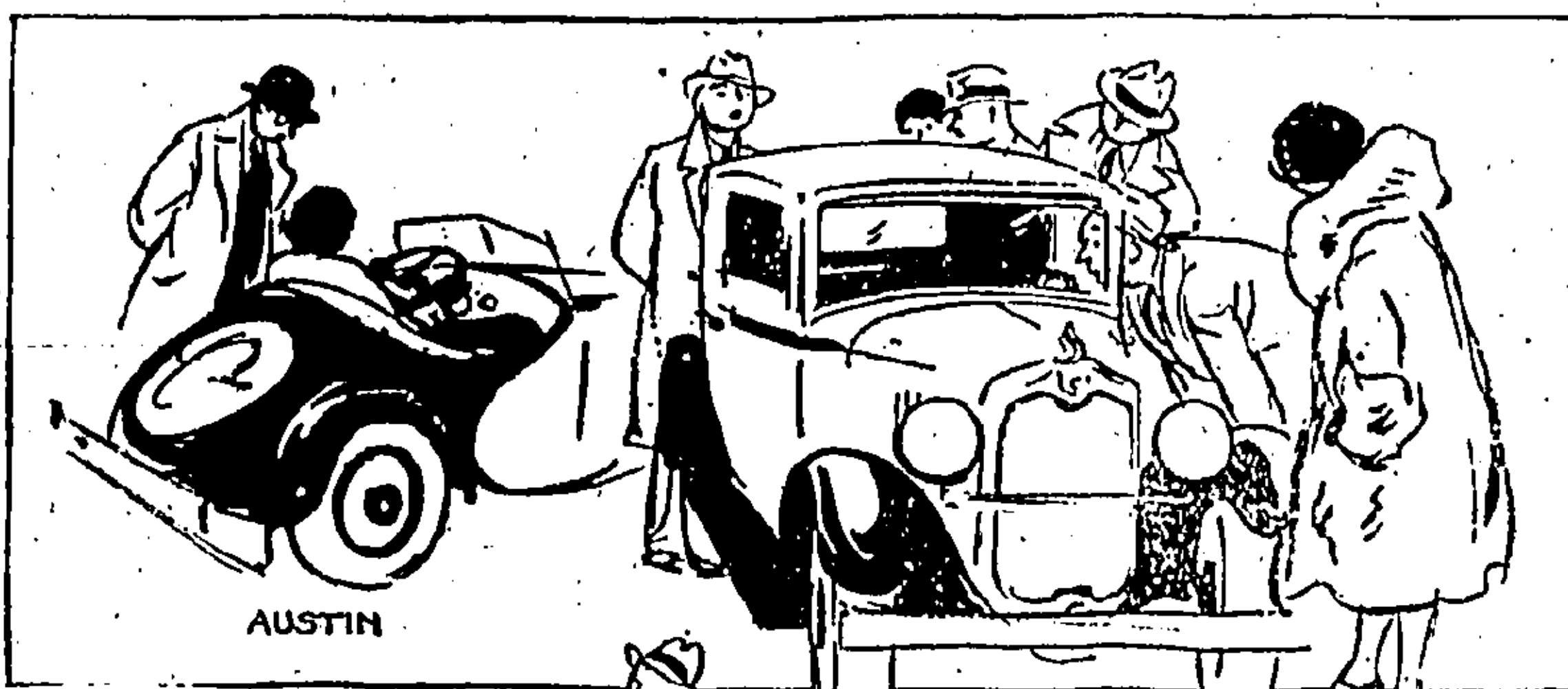
Unreliable Chauffeur!
Nothing but Bills!
No Spare Parts!
Old Car Wearing Out!

WHO CAN AFFORD TO MOTOR BUT THOSE
FARSEEING AND FORTUNATE OWNERS OF
AUSTIN SEVENS.

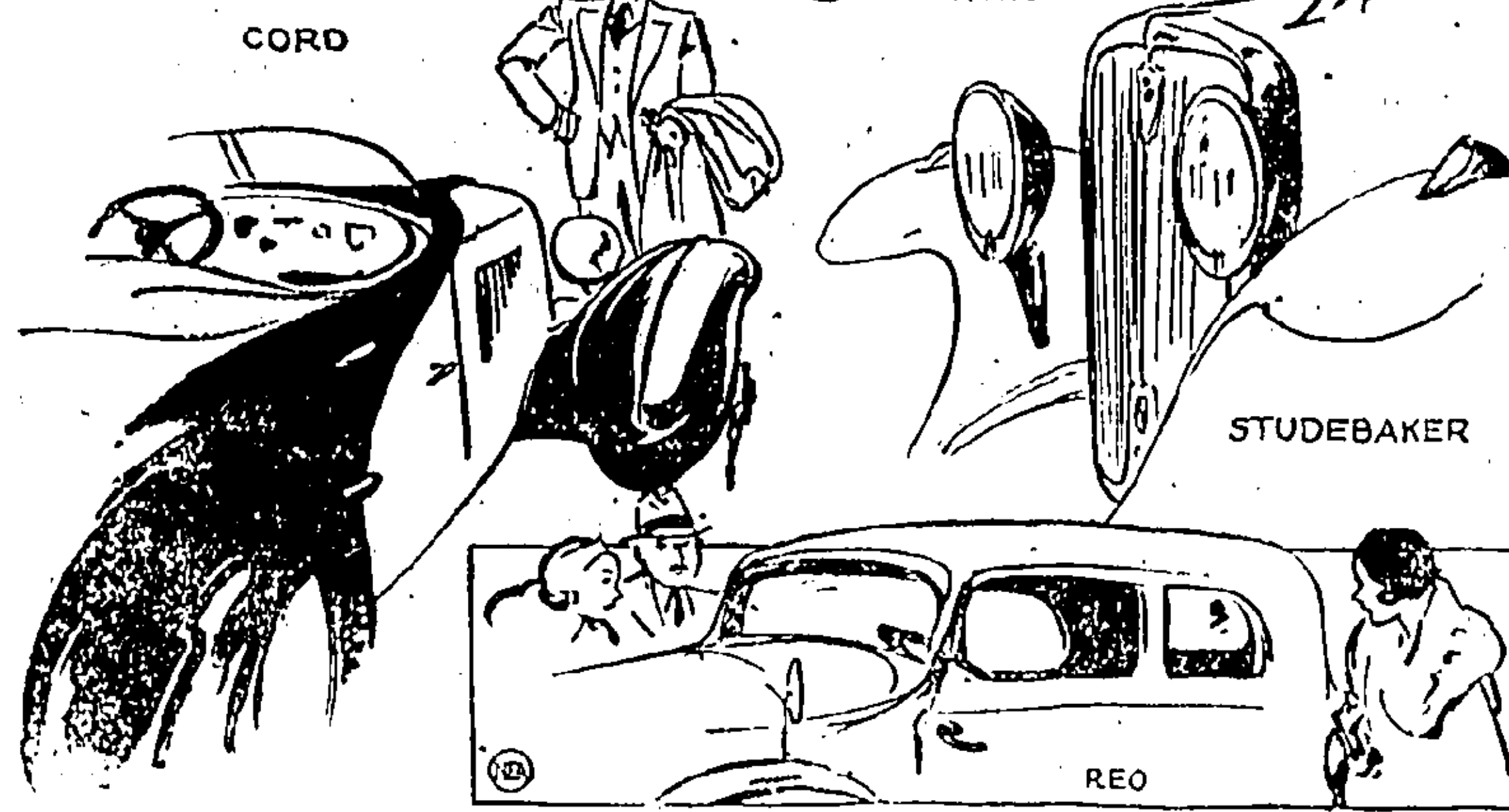
Sold and efficiently serviced by
ALEX ROSS & Co. (CHINA) Ltd.
Hongkong & Kowloon.

MORE IMPRESSIONS OF THE NEW YORK SHOW.

[Special Report to the Hongkong Telegraph by Israel Klein.]



AUSTIN



CORD

MATHIS

STUDEBAKER

REO

George Clark shows here how the New York Automobile Show looked to him. Above, the Austin and Mathis, America's two instant cars, give an idea of their comparative sizes. The Cord roadster at left illustrates the extreme in design, with its torped-shaped fenders, hinge covers and door handles. The Studebaker front at right best shows the vertical line effect in new cars. Below is a view of the Reo top, an example of the horizontal line effect.

New York, Jan. 24. There may be quite radical improvements in the construction of the new 1931 automobiles, but take it from the display of some 300 models at the Auto Show here it will be colour and line that will strike the eye and the heart of the motorist.

Mechanical improvements and novelties, of course, are many and striking. The new 16-cylinder aluminum-motored Marmon, the adoption of free-wheeling by four cars in addition to Studebaker, additional transmission developments by such cars as Oldsmobile, Oakland and Willys, the new midget automobile Mathis and sturdier construction of bodies, are representative of the developments along this line.

But take the show all in all, and it is colour and line that strike the observers here. Colour

seems to tend toward the more snappy and striking combinations, much more so than heretofore. And the lines flow in a more sweeping abandon, showing a greater liberty taken by artists this year.

Up, Down and Sidewise. There is both a vertical and a horizontal line tendency, the vertical being confined for the most part in front, and the horizontal line extending all the way along the length of the car. Thus the vertical lines give the front of the car and the appearance of depth, in addition to its actual lowness. And the horizontal lines give it a further extension of its already lengthened wheelbase.

Examples of the vertical line effect are best seen in the new Auburn, the Oldsmobile, the Hupm, Chrysler, Willys-Knight, and Willys 8, Oakland, Pontiac, Studebaker, Packard and a few others. On all of these, the radiators are lengthened and narrowed down somewhat, some in a sort of V, so that they seem to be cradled in the trough formed by the two sweeping fenders.

In the majority of cases the radiators run deeper and narrower, and in one or two cases even the headlights are no longer circular, but oval-shaped, in order to accentuate this vertical line effect.

V-type radiators further add to the same effect of heightening a rather low front. Willys-Knight and Chrysler are most marked in this design.

Recall Past Designs.

This is one of at least two design features in the new cars that bring the automobile of 1931 back to the age of such long-forgotten car models as the Premier and such past designs as that of the Franklin of five or more years ago.

The Premier, for instance, is recognized in the broad radiator shell of the new Chrysler with its downward curve toward a point in front. And the old Franklin design is seen in the tendency toward a V-type windshield, practically two glass frames converging toward the centre of the cowl or dash.

Another striking line effect is that of Reo, which has discarded the outer sun visor and rounded out the front of the top so as to form a sweeping, dashing curve from windshield to rear of the body.

Further signs of this effort to put speed and snap into the lines of the modern automobiles will be noticed in the slant and gradual increase in size of the louvers, from short in front to longest near the cowl. In one case the louvers are arcs of concentric circles, ranging in size from short to long, and in another case they are horizontal, their start conforming with the shape of the fenders.

Even Radiator Caps Are Snappy.

Radiator caps have been thinned down almost to nothing, only ornaments taking their place and the opening to the cooling system being relegated to beneath the hood. The ornaments also are modernistic, speedy and snappy. That of the Buick 8 is an example. A new idea in ornaments is that of the Dodge, with the well-known

emblem not only in front of the radiator, but like a button at the head of a uniquely designed radiator cap.

Headlights are tending toward a bullet or torpedo shape, although the extreme of almost a flat-shaped headlight may still be seen in the Nash. Cowl lights are being moved forward to the front fenders.

Two extremes in line design are the special Franklin convertible phaeton, with its doors extending all the way down below the floor of the body to the running board, and the special Cord roadster built along the lines of a speedboat, or somewhat like the special racer Kaye Don brought here for his Daytona speed trials last year.

Two-Tone Colour Effects. These cars also are the extremes of colour designs tried out by the manufacturers this year. They

show vivid contrasting colours, like a deep cream opposed to a henna red.

But generally, the colour scheme is a dull red, blue or green with mouldings of the next tone of red, blue or green, or in some cases of a complementary colour.

The colour effect is extended, in the case of open cars, to the leather seats, making a beautiful and snappy ensemble to catch the fanning eye. The Packards at this show particularly bring this out.

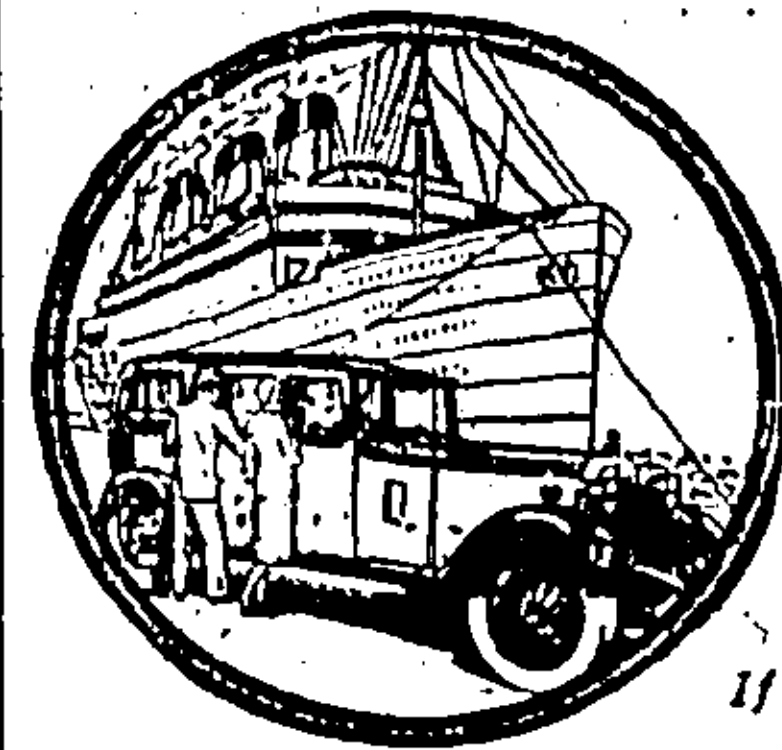
Another striking colour is what is termed "Capucine red," a sort of dull henna, adopted by Duesenberg on a special convertible

phaeton. This car, by the way, can be had in New York for only \$15,500!

Mathis Makes Its Bow. Only one new automobile is shown here. That is the American Mathis, practically a reproduction of its European parent. Strange to say, this newcomer has been placed alongside the car that will be its chief competitor in the American market, the Bantam Austin.

But the Austin still claims greatest economy features, although the Mathis is said to make 35 miles on a gallon of gas at 35 miles an hour.

The Mathis will be ready for delivery in April.



GOING HOME ON LEAVE?

If so, the following will interest you:—

EXAMPLE OF CAR ON THE DEFERRED PAYMENT SYSTEM OVER EIGHTEEN MONTHS.

To new car, say	\$200: —: —:
Deposit—one quarter	50: —: —:
Interest	\$150: —: —:
15: 7: 6:	
\$165: 7: 6:	

Balance of \$165: 7: 6: to be paid in 18 monthly instalments of \$9: 2: 9:

To Deposit paid	\$ 50: —: —:
5 Instalments of \$9: 2: 9:	45: 18: 0:
\$ 95: 18: 0:	

FINAL ADJUSTMENT.

To re-purchase price—65% of \$200	\$130: —: —:
Rebate on interest	6: 8: 11:
\$136: 8: 11:	

Less 13 Instalments still due \$119: 8: 9: |

Cash handed to Purchaser \$ 17: —: 2: |

ACTUAL COST OF MOTORING FOR SIX MONTHS.

To Deposit and five instalments paid	\$ 95: 18: 0:
Thirteen instalments still due	119: 8: 9:
\$215: 7: 6:	
Less re-purchase and rebate on interest	136: 8: 11:
Cost of motoring for six months	\$ 78: 18: 7:

or \$13: 3: 1: per month.

The above proposition applies to any make of car, new or second-hand. We can also arrange to have a car and chauffeur to meet you at the docks, to take you and your luggage anywhere, most reasonably and more comfortably than by rail.

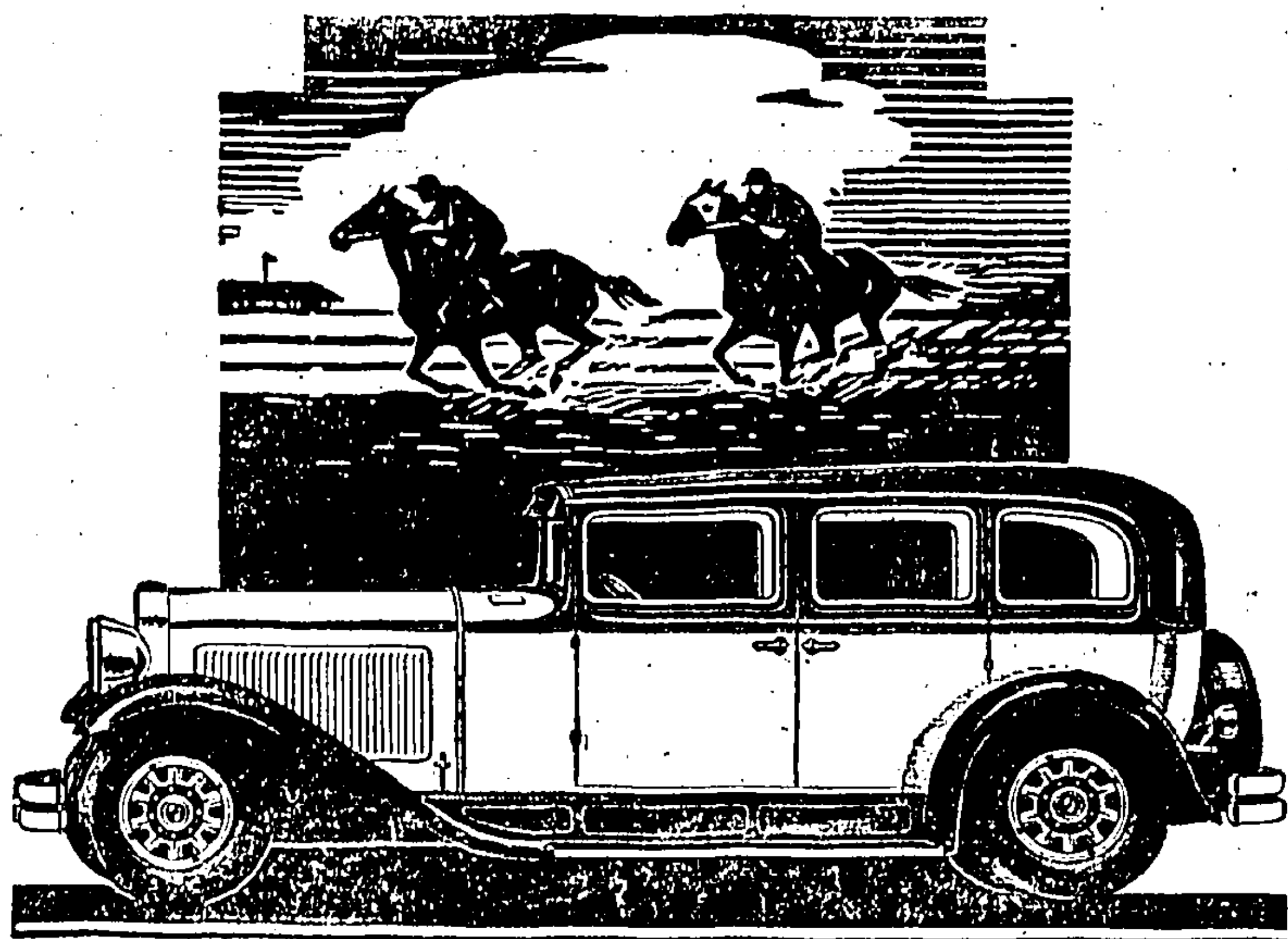
All our cars, both new and used are sold under a re-purchase guarantee.

LEAVE CARS, LTD.

7, Upper St. Martin's Lane, London, W.C. 2.

WRITE FOR BOOKLET.

Local Agents: JAMES H. BACKHOUSE, LTD., 1A, Chater Road.



NASH QUALITY LEADS ITS FIELD

IN THIS new Six cylinder 4-Door Sedan, Nash offers the shrewd automobile buyer the greatest motor car value of all time.

No other quality Six is priced so low. No other quality Six offers so many costly engineering features and no other car is smarter in style or more pleasing to the eye.

One detail after another makes this new Nash Six the quality leader of its field with expensive car features and

unaccustomed luxuries—at the lowest price in Nash history.

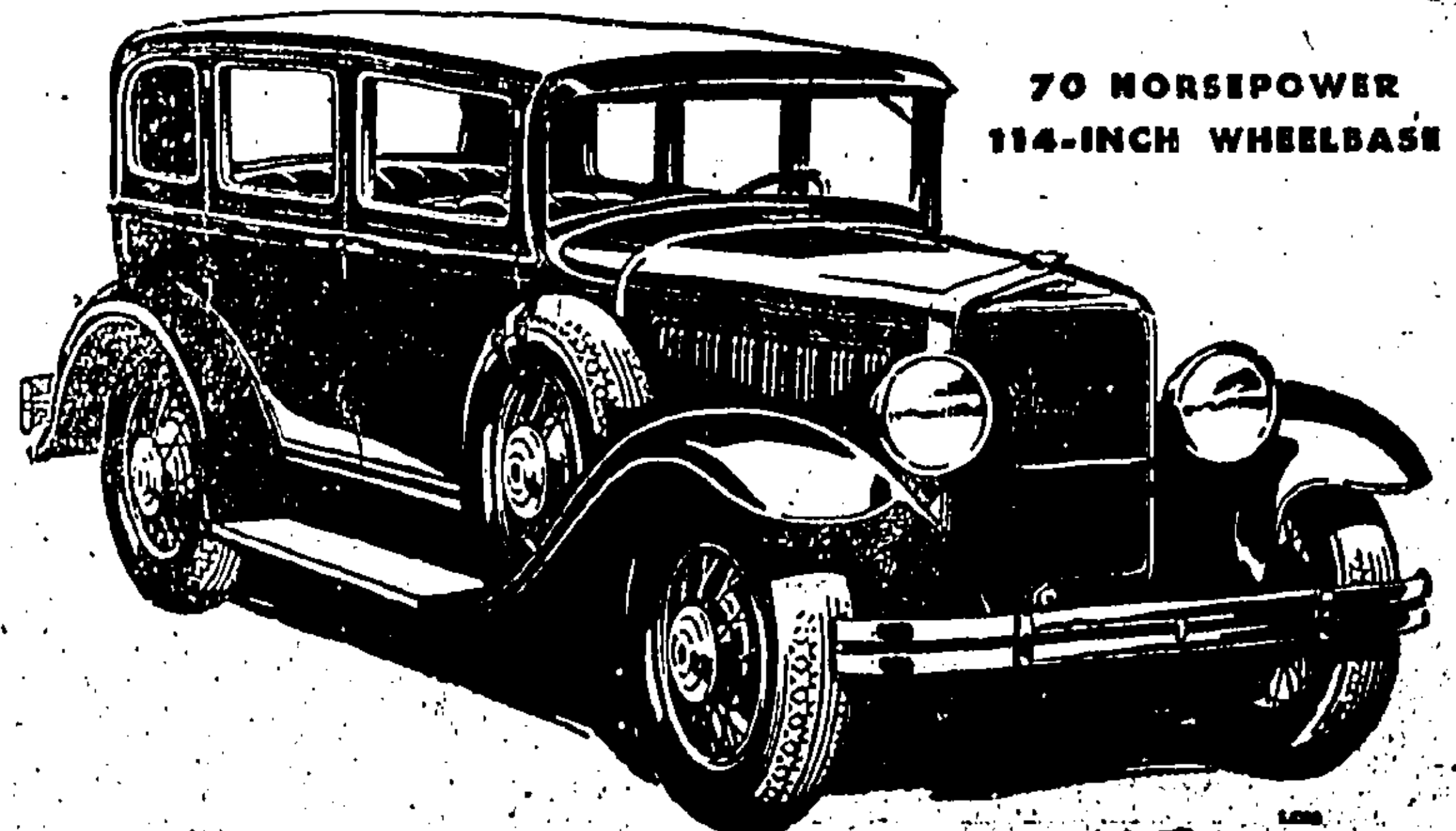
From its powerful high compression, high turbulence, 7-bearing crankshaft engine to its tastefully designed body, this new Nash Six sets a new standard of value. See this car before you buy! You will be agreeably surprised that so little of your motoring budget can buy so great a car. There are five different models from which to choose.

The Oriental Motor Co.

353, Hennessy Road, Hongkong.



Bigger and Better yet lower in price STUDEBAKER



70 HORSEPOWER
114-INCH WHEELBASE

THE Studebaker Six, at its former price, was an outstanding value. Now, at its new low price, it is the biggest bargain in quality ever offered in Studebaker's 78 years of manufacturing experience. Bigger in size, greater in performance and higher in quality, the Studebaker Six

sets an entirely new standard for low priced cars. This new Studebaker offers you the comfort and beauty of a big car of 114-inch wheelbase... the thrilling performance of a 70-horsepower six-cylinder engine. Experience the thrill of driving this new champion Studebaker.

THE HONG KONG HOTEL GARAGE

25, Queen's Road Central.

and at STUBBS RD.

The Hong Kong & Shanghai Hotels, Ltd.

(Incorporated in Hongkong)

STUDEBAKER
"SIX" 70-horsepower
 114-inch wheelbase
 It's a POWERFUL car—its 70 horsepower delivers more power per pound of weight than any other car in its price field.
HONGKONG HOTEL GARAGE.
 The Hongkong and Shanghai Hotels Ltd.
 Incorporated in Hongkong.
 25, Queen's Road Central, and at STUBBS RD.

Hongkong Telegraph

Pictorial Supplement

February 28th, 1931.

INSIST

On circulation facts!

EVERY COPY OF A NEWS-PAPER CONTAINING YOUR ADVERTISEMENT MAY MEAN ONE MORE CUSTOMER!



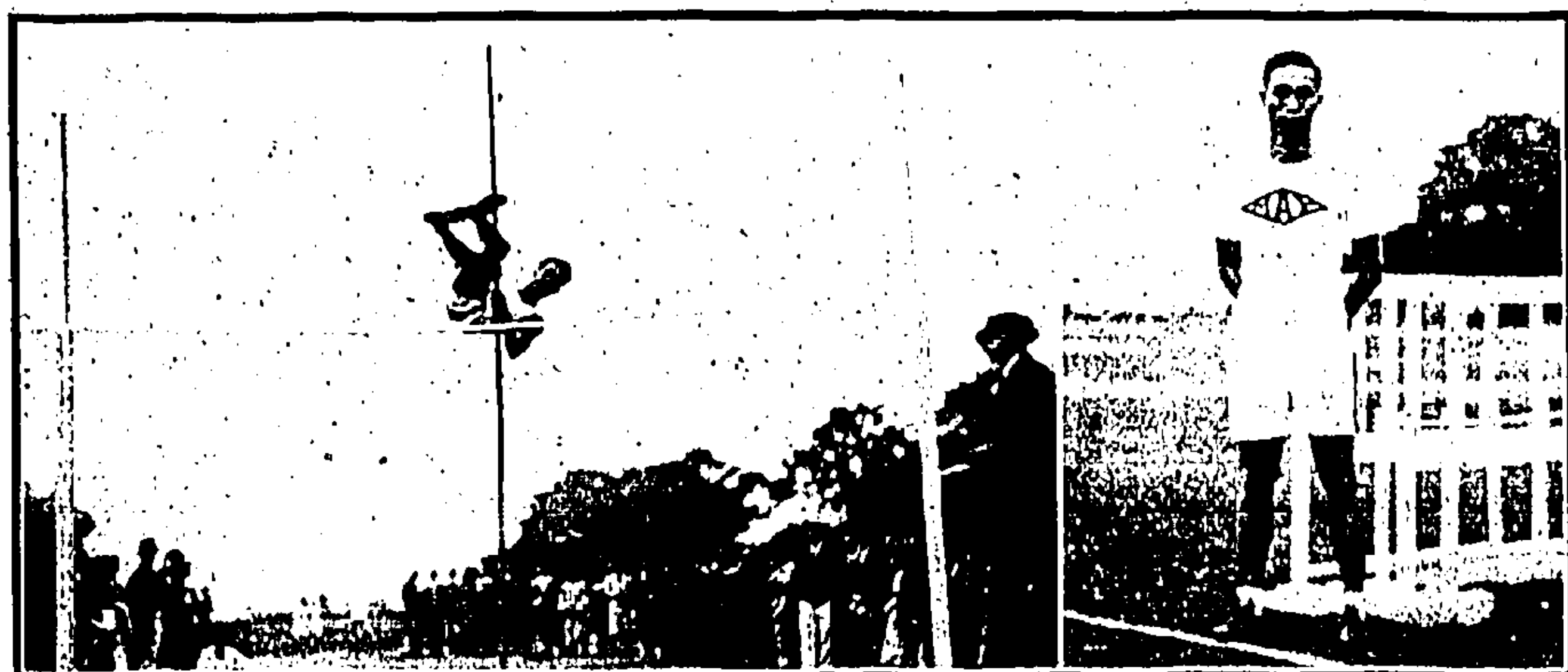
Group taken on the occasion of a luncheon given by Sir Robert and Lady Ho Tung, at "Idlewild," to members of the British Economic Mission. Sir Ernest Thompson, the head of the Mission, is seen seated second from left in front row, next to Lady Ho Tung. (Photo: A. Fong).



Bridal group taken at the wedding, at St. John's Cathedral, of Mr. William E. Allen and Miss Eileen Florence Coleworthy. The bride, given away by her father, was attended by Misses Bessie Gill, Ivy Bruce, Nora Bishop and Master Douglas Mitchell; Mr. A. W. T. White was best man and Mr. C. Downman, usher. (Photo: Ming Yuen Studio).



The Shanghai Interport football team which defeated Hongkong by the odd goal in seven on Wednesday of last week. The Hongkong Telegraph Cup, which is the trophy competed for, is seen in centre of picture. (Photo: Ming Yuen Studio).



Snaps taken at Hongkong University sports. Left, A. Bakar, who won the event, doing the Pole Jump; right, Lge Hah-leong, the individual champion. (Photos: Hongkong University Amateur Photographic Club).



Lieut.-Col. L. G. Bird, D.S.O., of Hongkong, who recently qualified for the "A" Certificate of the Hampshire Aeroplane Club.



Miss J. L. Bird, who qualified for her aerial certificate at home on the same day as her father, Lieut.-Col. L. G. Bird, D.S.O.



This photograph was taken at the South China Athletic Association's Pavilion, King's Park, on the occasion of the visit of a team representing the Canton Citizens' Tennis Club. (Photo: Ming Yuen Studio).



Above are shown medical staff of the Tung Wah Hospital, together with nurses who completed their training at the institution last year. (Photo: A. Fong).



The Hon. Mr. C. G. Alabaster, K.C., O.B.E., who has just been appointed Attorney General for Hongkong.



Left, Wong Sui-wa, the Chinese centre-half, heading clear in the match between Shanghai and the Hongkong Chinese; right, Clarke, the Hongkong goalie, tipping over the bar during the match between Hongkong and Shanghai. (Photos: Mee Cheung).



Mr. D. K. Samy speaking at the distribution of prizes at the University sports. Mrs. P. Lauder, who gave away the prizes, is seen on his left. (Photo: Hongkong University Amateur Photographic Club).



Idols from a Wuchow temple which were destroyed by the police there in connexion with the measures taken by the authorities to prevent the observance of Chinese New Year.

HUGE FLOATING AIRPORT. FIRST LINK IN ATLANTIC CHAIN.



Pictured at the top is an architect's drawing of the Armstrong seadrome as it will appear when put into service between New York and Bermuda. Note that the buildings on the landing deck as well as the buoyancy tanks below are streamlined to lessen wave resistance and to make the structure change its direction with the wind. A supply ship is shown at the extreme right delivering a cargo of fuel. Lower left is a picture of the seadrome model just before launching for its test. This shows construction of the buoyancy tanks and the counterbalancing weights below. Lower right is Edward R. Armstrong, inventor and head of the Armstrong Seadrome Development Company.

A group of American engineers are swinging into the first of ten giant strides with which they expect eventually to bridge the Atlantic Ocean. For out of a fifteen-year-old maze of plans and hopes and blueprints, construction has been begun on a fantastic floating island, made of steel, which will take its place between the United States and Bermuda.

This is to be the first pier of the Atlantic "bridge." Others like it, according to Edward R. Armstrong, the designer, will be placed at 350-mile intervals to the Azores, and thence to France. Larger than the mightiest ocean liners, and almost as immobile as rocks, these seadromes are to serve as way-stations to be spanned by airplanes in short flights back and forth across the sea.

It is a dream, but not a pipe-dream. Armstrong long has been consulting engineer for the E. I. du Pont interests. Associated with him in the Armstrong Seadrome Development Company are technical experts and financiers of both duPont and General Motors organizations. A large-scale seadrome has been tested and proven satisfactory. Lindbergh, Byrd, Sikorsky and Bleriot have expressed their confidence in the project. Government aid has been extended it. Contracts have

been let and specifications completed for everything from the first rivet to the last coat of paint.

To Test Public Favour. But apparently it is much easier to calculate the weights and stresses and hydrography and meteorology connected with the vast undertaking than it is to figure how many planes will use the seadrome after it is successfully built.

That is why only one of the structures is to be built first, and anchored for a trial of a year or two between Atlantic City and Bermuda. "According to airway cost estimates," Armstrong said, "carrying passengers to and from Bermuda via the experimental seadrome would be a very profitable operation if only 25 per cent. of the people that now make the Bermuda trip annually would travel by air. For estimate purposes, the round-trip fare to Bermuda by air is assumed to be \$300. This is somewhat less than the present steamship fare for the better accommodations."

Mail and express, to and from Bermuda, is another source of expected income. Still another would be pleasure trips from coastal airports to the seadrome

and return. For the floating island is to have a 40-bedroom hotel, as well as accommodations during the day for 350 or more guests in the various lounges and public rooms planned. Since it will be anchored far beyond the twelve-mile limit, liquor could be sold there.

Hopes for Large Income. Armstrong and his backers now hope that the experimental project will earn a net income of from \$1,000,000 to \$2,500,000 a year. They estimate the cost of building the seadrome and putting it in place at \$4,000,000, with an additional \$2,500,000 required for terminal and operating costs.

The final form of the seadrome is the result of fifteen years of Armstrong's designing and tests. From his original scheme, in 1915, which looked like the bow of a battleship and would have served only as a refueling station for seaplanes, he has evolved the new principle of a huge flat deck of steel, 70 feet above sea level, 1,100 feet in length, 340 feet wide in the central zone and 180 feet wide at the ends.

It is to be supported by 32 buoyancy tanks connected to the deck by stream-lined columns. The tanks are to be 38 feet deep, with columns extending about 100 feet below them to support huge bal-

last tanks filled with iron ore. Thus the structure will not roll or pitch when exposed to wave action, since the lower weights will counteract surface disturbances.

A Floating City. On the projecting centre sections, according to Armstrong, will be built a hotel, hangars, storage sheds, weather bureau, radio station, offices, hospital and light house. The seadrome is to have its own power plant, a fire department, lifeboats to seat 240 persons, and a 64-foot speed boat for patrol and rescue service. At night its searchlights and flood lights will be visible for 100 miles.

A survey ship sent by Secretary of the Navy Adams confirmed Armstrong's hope that a high plateau on the ocean floor could be found for anchorage. It is nearly 3,600 feet higher than the surrounding area and will save thousands of dollars worth of costly cables, which even now must be laid to a depth of 12,000 feet.

The anchorage problem was one of the most difficult the engineers faced, for the structure must be capable of holding against 70-mile gales, huge waves and the normal ocean currents. It also must turn with the wind, in order to present its full length to aviators landing or taking off against the wind.

Sovereignty in Doubt. Apparently only one detail of the enterprise remains to be finally settled. This is the question of sovereignty. The seadrome is not a ship, and therefore not subject to registration under existing marine laws. It is not an island, so cannot, according to investigators, be subject to national domain.

"It is believed that it will not be subject to state or federal laws of any nation," the designer explained. "Although its owners, being Americans, can call on the United States government for help or protection of life and property in case of need."

Nor will the seadrome be subject to taxation, it appears. Marine insurance underwriters, however, have agreed to write policies for it, since it has been designed in accordance with specifications of Lloyds and the American Bureau of Shipping.

My Build Seven Others. If the first seadrome, to be called the Langley, proves a commercial success, Armstrong's group plans the establishment of seven others, five, including the Langley, to the Azores, and three others on a direct line toward France, England, Ireland, France and Spain all would be approximately equidistant from the last seadrome.

"We fully expect every transatlantic route, whether for air mail or passengers, to use the seadrome system," Armstrong declared. "The economics of the operation are such that no transatlantic service could afford to operate without using the service."

"The fuel load on long flights is an insuperable bar to pay load. That is why a series of eight seadromes, anchored at intervals of approximately 350 miles, will remove the hazard from ocean flying and permit a paying operation daily, at rates little if any in excess of those now charged by the high-speed steamship lines."

LORD MELCHETT'S SUCCESSOR.

Sir H. McGowan's Rise to Fame.

Forty years ago, as plain Harry McGowan, a determined young Scot started work at 25/- per week. And just the other day that same Scot, Sir Harry now, became chairman of Imperial Chemical Industries, the biggest concern in the British Empire.

Began as Office Boy. Sir Harry was born in Glasgow in 1874 and started work as an office boy in one of the Glasgow plants of the Nobel Explosive Company, Nobel being the famous Swede who, having made a lot of money out of war, left the bulk of his vast fortune to give an annual prize to the man who did most for peace, and also annual prizes for great achievements in literature, medicine and the sciences.

The legend goes that young McGowan had not run errands in his new job for more than a couple of weeks, when he said: "I like this concern. I think I will be boss of it some day."

However that may be, he advanced step by step until, sure enough, some years ago he became chairman of the great company.



In the meantime, in addition to becoming interested in the American and Canadian companies mentioned above, he also had become a director of Canadian Explosives Limited, British Dyestuffs Corporation, and the Dunlop Rubber Company. He also foresaw the great future in artificial silks and got in on the ground floor.

Effecting Huge Consolidation. Then his path crossed that of the late Lord Melchett, who was better known in the financial, industrial and political world as Sir Alfred Mond, Baronet. Mond did not have to struggle like young McGowan. Many years before, his father had emigrated to England from Germany, about the same



So full of life

Merry kiddies whose health is protected by Gibbs Dentifrice.

Gibbs Dentifrice guards their birthright—happiness—by guarding their health. Sound teeth mean health. All Gibbs Dentifrice does, helps to preserve teeth. Decay-causing matter is swept thoroughly away. Teeth are polished to pearly lustre—no foothold for germs.

Gums are toned up. The whole mouth refreshed. Thus Gibbs Dentifrice guards those Ivory Castles.

Fragrant cleansing foam; gentle, yet sure, polishing agent; tonic properties—all do their part. The wonder is that such a handy little case holds so much good. But it does.

Buy your case of Gibbs Dentifrice to-day.

Gibbs Dentifrice

BRITISH MADE



A.P.B. 2.

time that a young Swiss named Brunner did the same thing. They both were chemists, and had experimented in the making of alkalies and sodas.

They formed the little firm of Brunner, Mond and Co., which soon was to expand into a huge concern, manufacturing not only soda, other alkalies and other chemicals, but was also to take a foremost part in the world of nickel and other metals.

Young Alfred Mond went to Cambridge and Edinburgh universities, practiced law for a while and then found the scientific and business call inherited from his father was too strong. He entered his father's old firm and was soon the head of it, expanding it two and three fold. He went into Parliament and became a cabinet minister under Lloyd George.

In many avenues of trade, Mond found his own concern and that of Nobel crossing each other's paths. He conceived the idea of a huge consolidation and found his

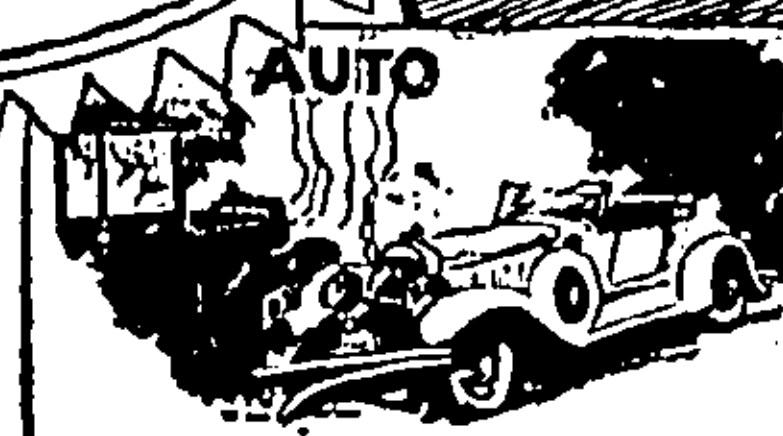
chance when he and Sir Harry McGowan happened to be returning from America on the same boat. As they paced the decks on their six days' trip, they hammered out the details of the great Imperial Chemical Industries.

Employed 60,000 in Factories. Lord Melchett became chairman and Sir Harry the vice chairman. They formed a perfect team, the tall McGowan and the short stocky Melchett. They housed their main offices in a palace on the Thames. They reached out and grabbed as one of their directors a man of the eminence of the late Lord Birkenhead, who foresaw politics to go into business. They made things hum with their huge capital and their 60,000 employees.

Then Lord Melchett suddenly and unexpectedly was stricken with a fatal illness at the age of 62. Now Sir Harry has stepped into the vacant place, with young Lord Melchett on one side of him and the great lawyer, administrator and statesman, the Marquess of Reading, on the other.



We Specialize in every form of Insurance



China Underwriters, Ltd.

Insurance Service

means MAXIMUM SAFETY
—at Lowest Cost.

YOUR CHILDREN'S EDUCATION
OR

PROFESSIONAL TRAINING.
PAY PREMIUMS IN HONGKONG DOLLARS AND
CONVERT TO STERLING WHEN REQUIRED.

Example

A man aged 30 pays HK. \$589 per annum to provide HK. \$10,000 payable in 15 years. Premiums CEASE at his death and policy remains in force for full amount. Premiums returnable with 5% simple interest in event of child's death.

If exchange goes to 2/- during the currency of the policy it can be converted to £1,000 without any payment in respect of back premiums.

All ages and terms quoted on application to—

CHINA UNDERWRITERS, LTD.

Hong Kong Bank Building.
Telephone 28121.

TYPHOON.



BURGLARY.



This mark is on every genuine CARL ZEISS Spectacle lens. We are the only Opticians carrying complete stocks and can supply any lens in one hour.

N. LAZARUS.
OPHTHALMIC OPTICIANS
13, Queen's Road Central,
Hongkong.

Fellows of the Worshipful
Company of Spectacle Makers.
Fellows of the Institute of
Ophthalmic Opticians (England).

1930 ILLUSTRATED.

The
Hongkong Telegraph
WEEKLY PICTORIAL SUPPLEMENT
FOR THE YEAR 1930.

A VALUABLE PICTORIAL RECORD OF LOCAL HAPPENINGS
DURING THE PAST YEAR.

BOUND IN BLACK CLOTH.

OVER 1,200 ILLUSTRATIONS
PRICE \$15.00

ONLY A LIMITED NUMBER AVAILABLE.

Specimen Copy may be seen at the Offices of
The Hongkong Telegraph.

If You Want to Be Youthful---

Here is a new array from Paris, emphasizing youth in every line and ending the silly efforts to make mere girls assume the ways of sophisticated, grownup women

by
Julia



I. the georgette collar, the bows and pleats and bandings on this blue crepe remain from Philippe and Gaston give it the feeling of youth.



II. Maggy Rouff showed that she understands what 18-year-olds like when she designed this green and gold lame cloak.

III. Jean Patou strikes a youthful note . . . by a huge strass buckle with this chic black and white costume.

IV. maroon broadcloth, as Jane Regny uses it, doesn't need any ornaments but you'll be surprised what this silver lame blouse does, just the same.



V. you'll be the queen of any tea dance when you wear Philippe and Gaston's new green wool jersey ensemble, trimmed with lynx on the collar and cape sleeves.



VI. If you're looking for mystery that intrigues, here it is in Maggy Rouff's purple-blue dress with sun-ray pleats.

THERE'S youth in the new Paris things that have come across for late winter and early spring wear.

When the new feminine styles changed last year, the entire realm of clothes seemed to have gone older, more sophisticated. Now you can have that insouciant dash of life and springtime that every young person wants, and should want.

You will find the new things quite in that dashing vein which you feel, looking ahead.

There are comparatively short skirts—short, at least, after last year's scare—and tricky crepe effects and boleros that are not boleros, but look like them, and overblouses that are princess in line, but have a neckline or beltline that stamps them your age exactly.

Gay colors, too, greet your eye. The black-white vogue is grand, there is no denying that. But there is something matronly and a bit sad about the fashion world gone all black and white. There is nothing like a saucy lipstick red crepe frock under the fur coat to prove just how dreary all black could be.

I. IF you are one of those young things who always "haven't a thing to wear," you will appreciate a sweet crepe romaine frock in medium blue that has tucks, pleats, bows and bandings to tailor it trickily and yet make it a very dressy little wearable frock.

The skirt really is box pleated all around, but so fine is the tucking around the hipline and across the lower part of the hips that you seem to forget it's a pleated skirt.

There is a simple little white collar of georgette and it can be taken out or left in because the V neck is finished in the same fine hand finish as the entire frock gets.

The stitched belt has a novel little crystal buckle in the same blue as the frock and white of the collar. Given a chic matching blue felt hat you are fixed for many a demand your wardrobe has failed to respond to.

II. IF you are very young, you will love a green and gold lame evening coat from Maggy Rouff's that takes its inspiration from the coachman's coat of yore.

The sleeves are mandarin and there is a cute little collar almost like a Peter Pan cut and a front facing down from it, of white ermine.

III. SINCE you probably want one black and white outfit, have a look at an afternoon outfit that is young enough to flaunt a huge, flexible strass buckle which adds tremendous zest to the outfit.

This Patou dress has a severe cut that certain kinds of youngsters can wear perfectly. The skirt is wrap-around and black satin, lined with white. The blouse is white satin, with front facings of the black that swing loose, like a necklace from around the neck and tucks into the skirt.

IV. IF you feel like going "lady-like" for daytime, there is a maroon-colored broadcloth suit from Jane Regny with cushion collar of flat galyack that is tremendously smart and young looking.

It has a coat that fits the figure, with a peplum skirt to the coat that flares and is stiffened by a broad band of the galyack. There is a wrap-around skirt that wraps far enough to let you step down the street with all the lilt in the world.

The tunic blouse is the chicest little thing in the world, made of a lovely lame, in a pinky beige and silver tone. The part below the waist fits tight enough to be tremendously smart and blouses over the waistline in gentle fullness. There is a cowl collar.

V. IF you want to look dressed up and ready to go any place the crowd moves on to dance, there is a little Philippe and Gaston ensemble of the new rich green that speaks for itself in a decided manner.

The frock has cute short sleeves and a skirt flounce that makes it nice and full for the new tango steps. The coat is the triumph of the ensemble, however.

Made with trick new cape that is fastened to the sleeves and does not extend across the front, the coat fastens tight in the front, like a princess line, with pretty buttons.

Then a perfectly scrumptious big collar of lynx makes a wonderfully flattering frame for the little head hatted in green to match the coat's jersey cloth. And the same lynx entirely bands the voluminous cape.

VI. SOMETHING new in evening ensembles—and who doesn't want one—is the Maggy Rouff outfit of the new inky black which is really the softest rich, deep purply blue gone practically black.

This outfit has a dash to it that is youth itself. Sunray pleats achieve the most vibrant effect in this. The bodice of the gown is simple and plain, as is one-half the yoke portion of the skirt. From one side of this yoke, a sunray pleated panel lets all kinds of room into the skirt. There is a similar sunray fan of material at the opposite side of the back, so this is a dance frock supreme.

Topping it is the sweet cape with pointed hemline, all sunray pleats.

WE ARE ALWAYS PLEASED TO GIVE OUR
ADVERTISERS DEFINITE PROOF OF THE

CIRCULATION

OF THE HONGKONG TELEGRAPH

Hongkong Telegraph.

Pictorial Supplement

February 28th. 1931.

FOR ADVERTISING RATES
IN THIS SUPPLEMENT.

Apply to
THE MANAGER
THE HONGKONG TELEGRAPH
1-3, WYNDHAM STREET.
TELEPHONE 26601



The wrong sort of hat can easily change your appearance to give an impression of you which is not you.

Hence our need for extensive variety in colours and shapes.

We can fit you with a hat which you'll like immensely—to match your clothing, your build, and your features to perfection.

New stocks just received.

Mackintosh's

IT MAY COST A
LITTLE MORE

To use the Columns of

The
Hongkong Telegraph.

but when you
reckon the appeal
in terms of

CIRCULATION
AND
POPULARITY

it's a sound
investment.

Suggestions for Campaigns,
Rates etc. on application.



CHOICE MEATS and POULTRY

A meal is all the more
appetising when you
are sure of purity and
quality.

EVERY ITEM FROM
THE DAIRY FARM
CARRIES THAT
ASSURANCE.

THE DAIRY FARM ICE
& COLD STORAGE CO., LTD.

WHITEAWAYS



MEN'S UNDERWEAR FOR PRESENT WEAR

Men's underwear in all
sizes, makes, qualities etc.

Jason
Meridian
Etc., etc.

Vests Pants
& Combinations
Lowest Possible Prices.

Whiteaway, Laidlaw & Co., Ltd.
HONGKONG.



Group taken after the wedding, at the Rosary Church, Kowloon, of Mr. L. A. Remedios and Miss M. A. V. Ribeiro. The Rev. Father G. M. Spada officiated. (Photo: Tanaka Studio).



This group of tennis enthusiasts was photographed at the Chinese Recreation Club's pavilion on the occasion of the visit of a team representing the Canton Citizens' Tennis Club. (Photo: Ming Yuen Studio).



This group of students of Ricci Hall, Hongkong University, was taken in honour of the return to the Colony of the Rev. Father Byrne, who is seen seated sixth from the left. (Photo: A Fong).



Miss Mavis Glendenning, a pupil of Miss Violet Capell, as she will appear at the forthcoming display at the Theatre Royal.



Members of the Hongkong staff of the Standard Oil Co. of New York, photographed at a farewell tiffin to Mr. P. W. Parker (seated in centre of second row) in honour of his appointment to the Board of Directors in New York. (Photo: A. Fong).



Snapped during the soccer match between Shanghai and the Hongkong Chinese, this picture shows Elliott (Shanghai) on the ball. (Photo: Mee Cheung).



An anxious moment for Hongkong in the Interport soccer match, the defence packing their goal during a Shanghai attack. (Photo: Mee Cheung).



This snapshot shows Miss Cissy Wong, student of Medicine at the Hongkong University, putting the shot at the University's annual sports meeting held last Saturday. (Photo: Mr. J. C. Grenham).